PROPOSAL UNDER THE SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM

MCCOOK MUNICIPAL AIRPORT NORTH PLATTE REGIONAL AIRPORT CONSORTIUM

DOCKET# OST-2004-17343



McCook Municipal Airport





May 5, 2004



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May 3, 2004

Docket Operations and Media Management Division M-30, Room PL-401 Department of Transportation 400 Seventh Street SW Washington, DC 20590

RE: McCook/North Platte Consortium Proposal under the Small Community Air Service Development Program DUNS # 05-346-0457
Docket OST-2004-17343

Dear Sirs:

On behalf of the City of McCook, the McCook Municipal Airport, the McCook Economic Development Corporation, the City of North Platte, the North Platte Regional Airport, and the Development Corporation of North Platte, I am pleased to submit a proposal for this program.

The McCook and North Platte airports are the sole provider of commercial air service for southwest and west central Nebraska. We are a vital component in this region for air transportation. Air travelers would have to travel nearly 250 miles by car to reach another primary airport.

In our proposal, you will recognize that we are an under served airport and want to correct that situation. If funded, our goal is to develop a comprehensive marketing and advertising campaign to promote the airport and counteract the non-accurate assumptions about the air service that exists in our communities and region.

Nebraskans are known for their work ethic and we are anxious to work even harder to promote air service in our region. If you have any questions, please contact us. Thank you for your consideration.

Sincerely.

Jerda Garey, Mayor City of McCook

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1. Proposal Overview

Air service is a key element for the survival and success of rural America. McCook Municipal Airport and North Plate Regional Airport have joined together as a consortium to promote air service for an expansive region in Nebraska and Kansas.

The focus of this proposal is to address the underutilization of the air service due to a lack of awareness by potential passengers. Limited budgets have not allowed for advertising on a regional basis. Our proposal will allow us to develop a positive approach to marketing our airports in this rural region to enhance the level of service provided and decrease our subsidy support.

Goals

- Develop community and regional support for air service in McCook and North Platte through marketing and education
- Enhance the working relationship with Great Lakes Airline serving McCook and North Platte
- Initiate advertising campaign to promote air service and awareness in our region

Challenges

- **A.** Poor public perception of available air service
- **B.** Marketing of air service in region has been limited due to few resources in rural markets

Opportunity

In our proposal, we plan to:

- 1. Identify our market area
- 2. Create a marketing campaign to increase awareness and usage of our current air service
- 3. Develop a stronger partnership with airlines to improve service for our region

Timeline:

Our proposal will present a view of the two communities joining together, historical air service, and a 36 -month strategic plan. Funding from this grant would be used to initiate a continuing program to which McCook and North Platte would dedicate ongoing investments in time and money.

Finances:

Amount requested from DOT in this grant: \$ 275,000

Local Contribution: \$ 55,000 Total cost of Program: \$ 330,000

2. Review of Communities and Region

It is imperative to keep quality air service in rural Nebraska. Air service is an integral part of rural Nebraska's plan for economic development and to reverse negative migration trends. Potential employers seeking information on starting or moving a business into southwest or west central Nebraska have always requested additional details about air service. Creating awareness of the improved air service with Great Lakes will benefit businesses, residents and ultimately the rural communities that support them.

North Platte, Nebraska

Located at the convergence of the North and South Platte Rivers, North Platte has a rich aviation history, starting as the site of the first night airmail flight in 1921. The airfield was purchased by the city of North Platte in 1929 and leased to the Boeing Transport Company. In 1941, additional runways were constructed and the airfield became the site of a B-17 training command during WWII. The airport was renamed Lee Bird Field after the son of a North Platte pioneer family who was killed training as a military pilot in 1918.

The airport has been operated as an Airport Authority since July 1963. In recognition of the fact that airline passengers and aircraft owners are drawn to the airport from a large geographic area, the airport was renamed North Platte Regional Airport Lee Bird Field in June of 1992.

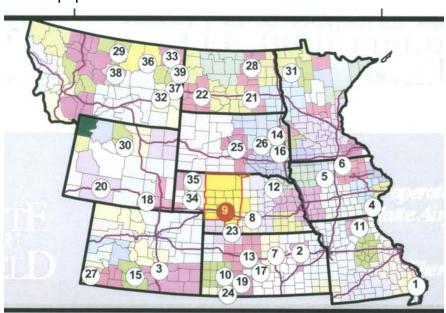
North Platte is 283 miles from Omaha Eppley International and 257 miles from Denver International. North Platte has a population of 23,674 according to the US Bureau of the Census, 2002.

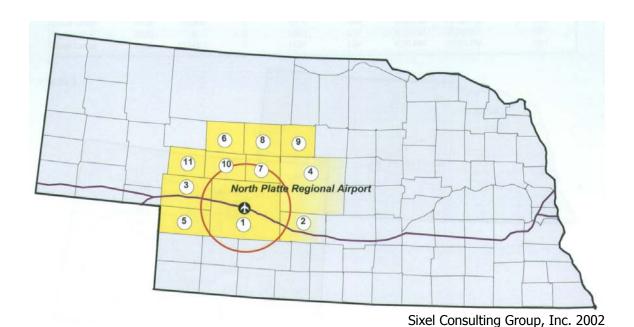
McCook, Nebraska

In the late 1940's the airport property was acquired and runway 12-30 was laid out as a 4,000-by-60 foot sod strip running southeast-northwest. This was followed by asphalt in 1952, runway extensions in 1963-1965 and completion of the airport terminal building in 1969. Additional projects are planned for 2004-2009 starting with improvements to the runway, lighting and the development of a master plan. (Capital Improvement Program in APPENDIX)

McCook is located in southwestern Nebraska, 14 miles from the Kansas border. McCook is 264 miles northeast of Denver and 288 miles southwest of Omaha. McCook has a population of 7,939 according to the US Bureau of the Census, 2002.

North Platte and McCook are regional centers for farming, ranching, cattle & hog feeding, oil production, retail sales, wholesales sales, telemarketing, manufacturing and transportation. Their catchment areas cover a third of the state with a rural population base.





The following report provides additional insight to the expanse of their regions. According to a 2002 Market Analysis by Sixel Consulting Group completed for the North Platte Regional Airport, their analysis included:

- ➤ North Platte catchment area extends over sixteen (16) counties in west central Nebraska McCook catchment covers nine (9) counties in southwest Nebraska and northwest Kansas—note that this area runs from the northern to southern border of Nebraska
- ➤ North Platte catchment population 84,398 McCook catchment area population 38,942 for a total of 123,340 (ranking 5th overall in the Upper Midwest Region)
- North Platte's area is comparable in size to Cheyenne, Great Falls and Casper
- → 9th largest Essential Air Service market in the region McCook is 23rd largest
- ➤ Increase of 4,700 residents since 1990 places North Platte 10th among Essential Air Service markets
- Over \$2.1 billion in personal income earned by residents of the North Platte Airport Catchment Area ranks 48th among 97 regional markets and 10th among regional Essential Air Service markets – McCook ranks 22nd in EAS markets
- ▶ Based on six different economic and demographic indicators, the North Platte Airport Catchment Area has the Upper Midwest Region's 48th largest economy and the 11th largest economic and demographic base among Essential Air Service market – McCook is ranked 24th in the EAS market

At the conclusion of the study, the Sixel Consulting Group recommended several solutions including, "an intensive advertising campaign touting the air service."

Our proposed marketing campaign will encompass a large rural area and numerous types of employers. Following is a list of the largest employers, noting that our agriculture base is mainly independent ranching and farming.

Largest Employers and Key Stakeholders in the Consortium Catchment Area:

Union Pacific Railroad (2,518 employees)
Great Plains Regional Medical Center (646 employees)
Wal*Mart Food Distribution Center (533)
North Platte Public Schools (518)
Wal*Mart (374)
Cabela's (305)
City of North Platte (302)
Nebraska Public Power District (276)
Mid-Plains Community College (162)
Masonite International (145)

Parker Industrial Hone (276)
Wal*Mart Super Center (265)
Community Hospital (247)
McCook Public Schools (183)
Hillcrest Nursing Home (158)
Valmont Irrigation (154)
Kugler Oil Company (96)
Burlington Northern Santa Fe Railroad (86)
City of McCook (77)

Healthcare

Healthcare is one of the largest employee groups in the region. Great Plains Regional Medical Center and Community Hospital account for nearly 900 employees. McCook and North Platte have approximately 160 beds and serve as full-service, not-for-profit medical centers that offer inpatient and outpatient services to patients that may travel a long distance to receive healthcare. Physicians travel by air or ground from larger cities to McCook and North Platte to treat patients. The hospitals require air service when recruiting doctors and other professionals, as well as for business-related travel.

Gary Bieganski, President of Community Hospital states, "The delivery of health care is constantly improving though changes in technology, new procedures, and advances in medical education. To remain in the mainstream of these ever increasing changes, this demands constant continuing education, consultative visits and specialized services. For our physicians, physician assistants, patient care and ancillary staff to be able to attend programs in a reasonable timeframe, it is very important to have air service. We also have great need for our consulting specialists and educators to be able to fly in and work with us. Our only alternatives are to drive a distance to Denver or Omaha to catch flights. This factor causes an additional one to two days away from our facility and

physician practices thereby creating great difficulty for patients who rely upon us for their healthcare needs. Air services help our providers to be in the office providing care more days and still are able to meet their necessary and required education commitments." (complete statement in APPENDIX-letters of support)

Agriculture

Agriculture is not typically a large patron of air service, but in this region, agriculture has expanded beyond the traditional family farm. Within a 30-mile radius of McCook, three new ethanol production facilities are under construction. Technicians, investors and staff are traveling from several states to begin these operations. Upon completion, they will become major employers in this region.

Transportation

Union Pacific Railroad and Burlington Northern Santa Fe Railroad are the combined largest employers (2,600) in this region. Training is a key component for their success and air service is critical to the delivery of this training. Union Pacific is headquartered in Omaha and the addition of the River Run by Westward Airways will significantly affect this situation.

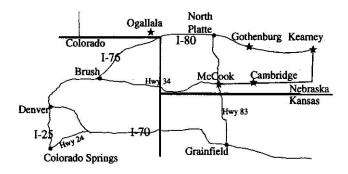
Tourism/Recreation

Tourism and recreation are 'unsung heroes' in economic development. According to the Nebraska Division of Tourism, the Prairie Lakes and Sandhills regions are filled with attractions, adventures and accommodations. Destination areas within the region include: Buffalo Bill Ranch State Historical Park & Recreation Area, Dancing Leaf Earth Lodge & Cultural Learning Center, Senator Norris Home & State Historical Site, Champion Mills State Historical Site, High Plains Museum, Massacre Canyon Memorial Site and several others. Recreational visitors have discovered the abundance and quality of fishing, boating, skiing, rodeo, hunting and golfing in this region. Events such as Nebraskaland Days and Heritage Days bring in significant number of visitors to North Platte and McCook. Air service is most influenced by the large number of recreational visitors to this region.

Fishing guide, Steve Lytle of McCook has clients from all over the United States who annually make trips to fish on his boat. Numerous hunting opportunities exist, especially for pheasant season. From professional guides to local farmers, the opening of pheasant season will triple the size of communities in southwest Nebraska. Providing more seats and better scheduling through air service would greatly enhance the impact of pheasant season.



Heritage Hills Golf Course in McCook is rated in America's 100 "Greatest Test of Golf" by Golf Digest. PGA professional, Lee Maiden has promoted the "Play the West" golf package/vacation in Western Nebraska with a joint venture between the McCook course and golf courses in Kearney, Gothenburg, Ogallala and Cambridge. Hotels are involved in McCook, Ogallala, Gothenburg and Kearney. In 2002-2003, they were reaching an audience mostly from Eastern Nebraska. In 2004, "Play the West" received a marketing grant from the Nebraska Department of Tourism to pursue Denver and the Front Range. From 300 visitors in 2000 to 1400 in 2003, this golf package has been very successful. Their next step is partnering with the airports in McCook and North Platte to provide more convenience for their customers. Affordable rates and convenient schedules can enhance the opportunities for success.



Take the Test "Play the West"

The Nebraska Division of Tourism uses a multiplier of \$2.70 for every dollar spent by a tourist that goes into a regional economy. Air service can make a significant economic impact on rural Nebraska.

The recently completed Nebraska Aviation System Plan provides the Nebraska Department of Aeronautics with a blueprint on how to best develop and invest in

its airports. It is noted in this report the strong relationship between the state's economy and its transportation system, including its airports. Airports in Nebraska are key supporters of and contributors to the State's economy. In today's global marketplace, no state can keep pace without a diversified and well-maintained transportation system. Results of a recent economic impact study revealed that \$1.7 billion in annual economic activity is supported by Nebraska's Airport system. Over a 20-year period, approximately \$500 million will be needed to improve all Nebraska airports. The annual return on the investment clearly justifies the State's intent to invest in and develop Nebraska's important airport resources.

McCook Municipal Airport is beginning their capital improvement program with these funded projects:

2004

Precision Approach Navigation Aid (FAAAF)

TWX: Rehab portions of Runway

AP: Apron & Hangar Taxiway B Pavement Repair

HT: Hangar Taxiway Repaving RW: 6" PCC Pavement on Runway

2007

Replace runway lights Replace taxiway lights

<u> 2009</u>

Snow Removal Equipment
Update Master Plan
Crosswind Rwy/Txy Light Extension
Grade Runway Extension
Crosswind Runway/Taxiway Extension

3. History of Air Service in McCook & North Platte

Air service in McCook and North Platte has been filled with inconsistent schedules and lack of seats that has ultimately reduced the number of passengers to travel from their airports.

McCook Air Service History

Air service at the McCook Municipal Airport has existed since 1949. Midwest Airlines was the first carrier with scheduled flights. Midwest made connections with United Airlines at Omaha and North Platte with two flights per day in Cessna 190s. Frontier initiated twice daily flights from McCook to Denver and McCook to Omaha in 1959. Trans Nebraska began service the day after Frontier cut back from four to two flights daily in September 1971. After Trans Nebraska left, Frontier was the only carrier until Pioneer started interstate service on December 1, 1977, with a flight to Denver, via North Platte and Ogallala.

During the 70's a lack of good service resulted in a drastic loss of passengers. In 1977, Frontier withdrew service and Pioneer Airlines provided essential air service to Columbus, Hastings, Kearney and McCook. In 1984, GP Express provided service with several types of planes, ending with Beechcraft 1900s. Great Lakes Aviation began service in May 1996 at McCook and they are using Beechcraft 1990s with 19 seats.

North Platte Regional Airport Lee Bird Field

- Starting with recent history in 1992, GPX, a Continental feeder to Denver International Airport (DIA) and the River Run flew Beech 1990s and ATR 42.
- Mesa began service to Denver in 1993 with Beech 1900s.
- ➤ In 1995, GPX becomes Continental Connection and stops River Run. They continue the DIA service on Beech 1900s.
- GPX filed for bankruptcy in 1996.
- ➤ Rocky Mountain Airways absorbs GPX and becomes Continental Express in 1996, only to leave in 1997.
- Mesa also leaves in 1998.
- Great Lakes Aviation begins service in 1998 to DIA as United Express with Beech 1900s.
- ➤ In 2000, Great Lakes Aviation applies for and is granted EAS subsidy for North Platte route.
- ➤ In 2001, Great Lakes loses United Express contract and flies as Great Lakes Airlines with a United Airlines code share agreement.

- Great Lakes signs code share agreement with Frontier Airlines in 2002.
- ➤ In 2004, Great Lakes Aviation provides air service from North Platte to DIA.
- Westward Airways in Scottsbluff is anticipated to start the River Run in 2004. The River Run route will link Scottsbluff, North Platte, Lincoln and Omaha with two roundtrip flights a day, Monday through Friday. They plan to operate with Pilatus PC-12, nine-seat aircraft.
- > Great Lakes will begin operation of Brasillia, 30-seat aircraft from North Platte to DIA in summer 2004.

As you already realize from the numerous changes, air service has been anything except consistent. Our rural customers have been recipients of higher fares, always changing schedules, unfortunately cancelled flights with no options and a lack of seats. The reintroduction of a 30-passenger flight by Great Lakes will make a considerable difference for North Platte enplanements. The start of the River Run will also benefit from a marketing campaign. Advertising could reacquaint customers with air service and the increase in the number of seats available will lead to more boardings.

Following is a chart of McCook and North Platte enplanements from 1983-2003.

	McCook	North Platte
2003	1,761	5,986
2002	1,815	5,989
2001	2,058	6,637
2000	2,454	9,017
1999	2,307	8,094
1998	2,744	10,089
1997	1,537	11,699
1996	886	10,016
1995	842	11,143
1994	1,070	13,536
1993	1,182	17,583
1992	1,170	16,396
1991	1,055	15,860
1990	1,074	14,496
1989	979	12,749
1988	1,264	14,850
1987	1,447	11,559
1986	4,197	11,167
1985	1,110	11,445
1984	3,112	12,785
1983	2,783	20,230

1983-2002 enplanements are official U.S. DOT numbers 2003 enplanements are reported by individual airports

In the article, "Where Have the Passengers Gone?" published in the 2001 Nebraska Department of Aeronautics annual report by Director, Kent Penney, he identifies the four primary reasons for serious declines in passenger boardings outside of Lincoln and Omaha, 1) inadequate schedule, 2) multi-stop service, 3) lack of available seats, and 4) lack of reliability.

Schedule: Two round trips per weekday is only sufficient to get travelers out of a community to do business. This schedule does not serve the traveler who wants to come to that community. Flights at the beginning and end of the day work well, correctly scheduled with a layover allowance of 50-100 minutes included between the target and actual time to allow passenger to connect with a United Airlines flight.

Multi-stop Service: Reservation systems do not easily recognize multi-stop service and place a virtual 'curtain of anonymity' over the community which is not the first stop.

Lack of Available Seats: Aircraft dedicated to non multi-stop service have higher level of enplanements.

Lack of Reliability: A number of communities indicated a considerable lack of reliability by Great Lakes in 2000 and 2001. One community began recording the number of cancellations. This city had an average of 20 cancellations a month for the first seven (7) months of 2001, which is almost one (1) a day. Considering the schedule is already reduced to below a minimum level to provide sufficient connections to Denver's United hub, there are no additional flights to accommodate these bumped passengers. Because there was month after month of reliability problems, it appears many travelers have changed their travel practices to something that is more dependable such as driving to Denver, Lincoln, Omaha or Rapid City.

Air service by Great Lakes has been excellent recently in providing on-time service, professional staff and consistent schedules. A marketing campaign will encourage past customers to give McCook and North Platte another chance to fly from their airports and have a positive experience. Advertising will also increase awareness for the general public.

4. Existing Service

Great Lakes Aviation serves both the McCook and North Platte airports with service to Denver International Airport. Great Lakes regional airline which provides scheduled air service under its own marketing identity and possesses code share agreements with United and Frontier Airlines.

- Service at 41 airports in 11 states
- Fleet of 40 Raytheon/Beech 1900D and 8 EMB-120 Brasillia
- Great Lakes Airline operates the Beech 1900D non-stop to Denver International Airport from McCook and North Platte. (Both have earlier connecting airports- Norfolk to North Platte to Denver and Grand Island to McCook to Denver)

Great Lakes Airlines
North Platte/Denver Schedule May 1, 2004

		<u> </u>	
Arrivals			
Mon-Fri	Central Time	Flight #	Originates
	12:49 PM	5137	Denver
	5:04 PM	5135	Denver
	8:54 PM	5139	Denver
Saturday	Central Time	Flight #	Originates
	12:49 PM	5137	Denver
	6:24 PM	5139	Denver
Sunday	Central Time	Flight #	Originates
	12:49 PM	5137	Denver
	8:54 PM	5139	Denver
Departures			
Mon-Fri	Central Time	Flight #	Destination
	7:20 AM	5134	Denver
	1:10 PM	5136	Denver
	5:22 PM	5138	Denver
Saturday	Central Time	Flight #	Destination
	7:20 AM	5134	Denver
	1:10 PM	5136	Denver
Sunday	Central Time	Flight #	Destination
	7:50 AM	5134	Denver
	1:10 PM	5136	Denver

McCook/Denver Schedule May 1, 2004

Arrivals			
Mon-Fri	Central Time	Flight #	Originates
	11:01 AM	5037	Denver
	2:51 PM	5023	Denver
	9:31 PM	5039	Denver
Saturday	Central Time	Flight #	Originates
	6:11 PM	5035	Denver
Sunday	Central Time	Flight #	Originates
	3:16 PM	5035	Denver
	9:31 PM	5039	Denver
Departures			
Mon-Fri	Central Time	Flight #	Destination
	7:44 AM	5034	Denver
	11:16 AM	5038	Denver
	4:54 PM	5016	Denver
Saturday	Central Time	Flight #	Destination
	7:44 AM	5034	Denver
Sunday	Central Time	Flight #	Destination
_	10:15 AM	5034	Denver
	5:22 PM	5036	Denver

McCook/Grand Island Schedule May 1, 2004

Arrivals			
Mon-Fri	Central Time	Flight #	Originates
	7:34 AM	5034	Grand Island
	4:44 PM	5016	Grand Island
Saturday	Central Time	Flight #	Originates
	6:50 AM	5034	Grand Island
Sunday	Central Time	Flight #	Originates
	10:04 AM	5034	Grand Island
	5:12 PM	5036	Grand Island
Departures			
Mon-Fri	Central Time	Flight #	Destination
	3:01 PM	5023	Grand Island
	9:41 PM	5039	Grand Island
Saturday	Central Time	Flight #	Destination
	6:21 PM	5035	Grand Island
Sunday	Central Time	Flight #	Destination
	3:26 PM	5035	Grand Island
	9:41 PM	5039	Grand Island

Westward Airways <u>Proposed</u> River Run Schedule North Platte Regional Airport

	Departs	Arrives	Stops
North Platte to	6:50 AM	7:45 AM	Nonstop
Lincoln	5:50 PM	6:45 PM	Nonstop
North Platte to	6:50 AM	8:20 AM	1 stop
Omaha	5:50 PM	7:20 PM	1 stop
North Platte to	10:00 AM	9:45 AM (MST)	Nonstop
Scottsbluff	9:00 PM	8:45 PM (MST)	Nonstop
Lincoln to North	9:00 AM	9:55 AM	Nonstop
Platte	8:00 PM	8:55 PM	Nonstop
Omaha to North	8:25 AM	9:55 AM	1 stop
Platte	7:25 PM	8:55 PM	1 stop
Scottsbluff to	5:00 AM (MST)	6:45 AM	Nonstop
North Platte	4:00 PM (MST)	5:45 PM	Nonstop

(Anticipate starting Summer 2004)

Fare Structure:

Great Lakes Airline determines its own fares for the service to Denver only, connecting fares are added by Great Lakes code share partners, United Airlines and Frontier Airlines.

5. <u>Fare Comparisons</u>

The fare comparisons presented in this proposal represent two findings:

- available fares in the market on May 21, 2004 (included in the Appendix of this proposal)
- results of a study for North Platte Regional Airport by Sixel Consulting Group in 2002 (Average fares data in Appendix)

According to the study, North Platte had the 8th highest domestic air fares in the Upper Midwest region, generating an average of \$222 each way. McCook was ranked 50th. For the twelve months ended in March 2002, North Platte had the 5th highest average air fares among Essential Air Service Markets in the Upper Midwest region. McCook ranked 20th with an average of \$182.30. North Platte passengers had the 17th highest domestic yield in the Upper Midwest, generating an average of 23.2 cents per mile. McCook was listed as 30th with 20.49 cents per mile.

Since the study was completed in 2002, Great Lakes worked diligently with their new management to bring the prices into a comparable range. The actual prices are included in the Appendix. Following is a summary of the price comparisons between Kearney, Alliance, McCook and North Platte.

One Passenger departing Friday, May 21, 2004, over 21 days ahead to Denver

McCook, NE (MCK)	\$92.00	Flight 5034/5038/5016
North Platte, NE (LBF)	\$93.00	Flight 5134/5136/5138
Kearney, NE (EAR)	\$100.00	Flight 5000/5002/5004
Alliance, NE (AIA)	\$89.00	Flight 5012/5114

The key element for fare comparisons is to educate the public on the cost of driving, parking, lodging, meals, and their time in traveling to Denver versus a cheaper fare than flying in from McCook or North Platte.

For our marketing campaign, we plan to utilize cost comparisons, as follows:

	FLYING NORTH PLATTE	FLYING DENVER
TICKET PRICE	\$415	\$215
MILEAGE	-0-	\$210.75 (562 miles x .375/mile)
PARKING	-0-	\$32 (4 NIGHTS X \$8)
TOTAL	\$415	\$457.75
HOTEL	-0-	\$70
✓ 8 HOURS IN CA	AR N/A	PRICELESS

A similar comparison will be made for McCook. Additional issues will be the cost of gas increasing without the government changing the reimbursement rate for mileage. Front door passenger drop-off, especially for seniors and less time waiting to go through security. Fares have not been established for the River Run by Westward Airways.

6. Challenges

In a recent study for North Platte Regional Airport by the Sixel Consulting Group, several challenges were identified. An informal survey was also completed in McCook with several local business leaders and users of the airport.

Results of the study and survey provide a reasonable picture of the public perception and where improvements can be made to increase usage of the airports.

The North Platte Ticket Lift Survey, conducted in July 2002, revealed:

- An estimate 84,830 annual passengers within the North Platte Regional Airport Catchment Area for the twelve month period from April 2001 to March 2002. Airlines serving North Platte Regional Airport reported 11,380 passengers over the same time period. These numbers are invariably depressed somewhat from historical and future projections due to the events of September 11th.
- The airport is presently capturing 13.4% of these passengers. The majority of other area travelers used one of three alternate airports: Denver (30.7%), Omaha (29.0%) and Lincoln (22.5%).
- Destinations based on the ticket sample showed Orlando as the number one destination for area travelers, followed by Las Vegas, Phoenix, San Diego and New Orleans. Only 2.6% of the area tickets that listed Orlando as the destination originated at the North Platte Regional Airport.
- As leisure travelers typically stay over a Saturday night and stay for extended periods, the study indicated that a higher percentage of business travelers prefer the use of North Platte versus leisure travelers, who use Denver, Omaha and Lincoln to a higher degree.
- Advance ticket purchases supported the trend of area business travelers opt for the service provided at North Platte, while a higher proportion of leisure travelers are willing to drive to Denver, Omaha and Lincoln.
- Leakage occurs primarily because of service availability and pricing competition in the local community versus alternate, larger regional airports. While the airport will continue to lose a share of the market due to competition, it is reasonable to expect passenger activity could increase significantly with increased passenger awareness and airline service improvements, according to the study results.

Comments from area businesses included:

"I drive to Denver and stay in a hotel to fly out rather than flying directly from McCook. I am guaranteed that I have a seat and believe it is cheaper to drive than fly from McCook."

"My flights were cancelled twice! I drive to Denver to make sure I get my connection."

"I can't find tickets from McCook to my destination on the internet."

"I didn't know McCook offered daily flights to Denver."

"I need to fly east to Kansas City."

"The tickets were outrageous from McCook to my destination."

"My vendors are from the East Coast and can't seem to find a connection to McCook."

The above comments have all been true and reflect the challenges that can be addressed with improved air service.

- Great Lakes improved ticket prices, on-time performance, and scheduling. The 30-seat planes will provide additional available seats. Westward Airways will address the east connection for North Platte, but not McCook.
- ➤ A marketing campaign will be essential to educate passengers on identifying McCook and North Platte via MCK and LBF on internet ticketing locations.
- ➤ Great Lakes code shares with Frontier and United. The code share concept will need additional awareness created to ensure easy connections for our passengers.

7. Action Plan

Objectives:

- A. Increase incremental passenger counts at McCook Municipal Airport and North Platte Regional Airport.
- B. Implement a targeted marketing campaign to increase awareness and understanding of services provided.

North Platte Regional Airport recently completed studies determining their catchment area, potential customers, fare comparisons, leakage study and a true market analysis through a ticket lift survey. They are poised with this information to plan a regional marketing campaign.

McCook Municipal Airport is in Phase 1 of a capital improvement program with the Nebraska Department of Aeronautics from 2004-2009 that includes: navigation aids, runway rehab, apron and hangar taxiway improvements, lighting, snow removal equipment, master plan, and runway extensions. (APPENDIX B- State of Nebraska Department of Aeronautics 3/4/2004) Resources for this community have been limited and a marketing campaign is essential to the long term success of the airport.

Great Lakes Aviation has indicated their commitment to assist with the marketing campaign and continue providing improved service. Both communities are pleased with the changes in reliable, on-schedule service from Great Lakes and are eager to promote this improved service. McCook and North Platte have numerous requests for eastern service but recognize the importance of improving their current passenger loads before developing new service areas.

Target Passenger:

- Business Travelers: This group is a key customer for the airline. The comparative cost per individual is attractive compared to automotive travel to the Omaha and Denver terminal airports. Business travelers are sensitive to the time savings offered by the local air service. While some area businesses are aware of the air services offered, many are not.
- Senior Citizens-Leisure: Seniors who have experienced flying from McCook or North Platte appreciate the alternative to car travel. The service is cost effective and reduces stressful driving, luggage handling and parking issues for seniors. There is very low awareness among senior citizens.

<u>Couples-Leisure</u>: Couples are a younger demographic will find that departures are economical and time efficient. There is very low usage among this group, and extensive website marketing will increase awareness and boardings.

<u>Awareness Objectives</u>: The following are areas where poor public awareness exists and which presents opportunities to increase boardings through improved communication.

- There is essential air service originating from McCook and North Platte, Nebraska. This fact is not well established in the minds of the public, particularly outside of the initial cities.
- The schedule is well suited to the needs of the passenger, allowing a high degree of convenience for a diversity of potential travelers that are traveling west.
- In many cases it is less expensive to fly than to drive to terminal
 destinations for one or two passenger in an automobile. In addition to the
 direct cost of operating the automobile, airport parking and increased
 costs of meals and lodging often improve the cost benefit for using local
 air service.
- Time savings are perhaps the most obvious, but may need to be emphasized in the mind of the customer, and associated with the economic costs associate with time for the potential business customer.
- Reduced stress associated with driving, parking and handling luggage.
- Great Lakes Airlines offers code sharing with two national airlines (United and Frontier) offering improved packaging and rates.

<u>Marketing Strategies</u>: Key objectives are to optimize geographic coverage, demographic targeting and communication efficiency by using innovative methods and carefully chosen media. Some means to achieving these objectives are.

- > Improve web-based marketing, working in tandem with existing providers and with other forms of advertising.
- > Slogan development.
- Increased news releases and weekly posting of airfares in local newspapers.
- Direct mail campaigns and targeted alumni mailings.
- > Radio and television spots that reach appropriate demographics will cover much of the desired trade area.
- Print media in catchment area.
- Create a database to facilitate timely e-mail broadcasting of special rates and offers to our catchment area.

McCook Municipal Airport and North Platte Regional Airport provide much needed and high quality service to business and community interests in the region. Due to inadequate promotion and publicity however the air service is underutilized. With the added funds for a marketing campaign, the action plan can be successful. The continuation of this plan is very favorable as awareness increases and the economic benefits become more apparent. Both communities plan to seek additional in-kind participation as part of their immediate goals.

Mid-term goals will involve:

- +continued analysis of marketing vs. enplanements
- → increased enplanements should lower the ticket cost which drives enplanements
- →increased seat availability (success with 30 seats per flight from North Platte)
- → better scheduling opportunities, including east on River Run
- +improve regional economic development opportunities

Long-term goals include:

- → Reduction of subsidy
- > Excellent schedules for east & west
- → Affordable ticket cost
- → Consistent air service with on-time performance
- →Improved enplanements
- → Continuation of marketing analysis
- → Provide opportunities for economic development
- →Improve rural economy

8. <u>Timeline</u>

We are proposing to initiate this program as soon as funding is available. For the purposes of this proposal, we would start on January 1, 2005, and the actual program timeline would be adjusted accordingly, based on endorsement of the grant agreement. The funding for this grant would be utilized during a 36-month period.

January 2005	Acknowledge grant with news releases in media
February 2005	Meet with consortium to reexamine strategic plan Hire advertising consultant
March 2005 to June 2005	Meet with Great Lakes to review strategic plan Develop marketing campaign with airline & consortium
July to September 2005	Media saturation advertising campaign Kick-off events in McCook and North Platte
October 2005	Evaluate events and enplanement results with consortium
November 2005	Meet with airline to review progress
January to December 2006	Review with consultant and continue advertising campaign Pursue in-kind advertising with regional and state entities Annual events at airports Analyze and review campaign with consortium Meet with airline to review progress
January to December 2007	Continue advertising and analyze marketing campaign Advertise and publicize the benefits of air travel Promote the economic benefits of air travel Meet with airline to review progress

Annual events at airports

9. Financial Plan

McCook Municipal Airport and North Platte Regional Airport Consortium request a one-time grant under the Small Community Air Service Program of **\$275,000**. The local matching funding of **\$55,000** would be provided from public and private partnerships. The combined **\$330,000** would be used as follows:

Advertising Consultant for three years:

- Develop print, radio and web materials
- Develop radio spots
- Create cable television ads
- Create print ads
- Website development and updates
- Create and produce promotional materials
- Provide consulting and development service, direct placement of advertising

Total cost: **\$24,000**

Comprehensive Marketing Plan/Advertising on an annual basis:

*	Direct mail pieces and campaign	\$15,000
*	Newspaper ads (regional, local)	\$20,000
*	Radio ad placement	\$15,000
	Television ad placement	\$10,000
*	Display advertising (billboards)	\$10,000
	Annual events to promote each airport and airline	<u>\$15,000</u> \$85,000

Three year cost \$255,000

First year only expenses

		\$51,000
*	Media Blitz/promotions connected to Kick-Off	<u>\$36,000</u>
- <u>-</u>	Kick-off Events at airports	\$15,000

total \$330,000

Anticipated costs presented in this proposal are presented as "good faith estimates" based on the expected needs of this air service development initiative. Actual expenses may vary based on negotiations and market prices of advertising at the time of purchase.

10. Private/Public Partnership

Entities comprising the "public/private partnership" include: the City of McCook, City of North Platte, McCook Economic Development Corporation, Development Corporation of North Platte, McCook Area Chamber of Commerce, North Platte Area Chamber of Commerce, Convention & Visitor Bureaus, Great Lakes Airlines and numerous private businesses.

Our "Consortium" was initially formed between the North Platte Airport Authority and the City of McCook Airport Advisory Board. The "Consortium" will provide regular reports to the City of McCook, which is serving as the government entity sponsoring the grant. The City of McCook will maintain the accounts and have final oversight to assure the actions recommended by the "Consortium" are within the guidelines of the grant agreement.

The "Consortium" will take action to achieve the goals outlines in this proposal. Other tasks required of this group include:

- Maintain communication with Great Lakes Airlines
- Solicit proposals, interview and recommend consultants for tasks outlined in this proposal
- Monitor performance of consultants
- Review airline service levels, pricing, schedules and comparisons to other airports
- Perform on-going analysis of needs of the communities
- Provide a forum for public input regarding air service issues for communities and region
- Increase community support of air service

The "Consortium" would be the key to communicating and educating the community about the airline industry and air service. Word of mouth is an excellent method for changing public opinions and the "Consortium" would be the first step in starting this process

11. Assurances

As the public sponsor for this grant, the city of McCook would be responsible for assuring that all expenses are in compliance with the grant agreement. Upon receiving the grant notification, the City of McCook would pass a resolution authorizing and committing the City of McCook to the following:

- Establish an "Air Service Consultant" account in the amount of \$24,000
- Establish an "Air Service Marketing" account in the amount of \$276,000
- Dedicate the private/public local contribution from McCook and North Platte of \$75,000 (over three years) to each account
- Require quarterly reports on the status of the program from the "Consortium"

In accordance with State and Federal law, all financial activities of the City of McCook are audited on an annual basis by an outside auditing firm. The financial records of the City of McCook would be available for review by the Department of Transportation.

12. Availability for Negotiation

We believe the program outlined in this proposal is complete in its existing form and should address the existing needs that are present in the southwest and west central region of Nebraska. Should the Department of Transportation wish to fund this program at a level below what is requested, we are willing to entertain that reduction and negotiate with the Department.

Contact Information

North Platte Regional Airport

Mike Sharkey, Manager 5400 E Lee Bird Drive PO Box 1517 North Platte NE 69103 Phone – 308-532-1900 Fax – 308-534-6640 Email – msharkey@hamilton.net

City of McCook

John Bingham, Manager PO Box McCook NE 69001 Phone – 308-345-2022 Fax – 308-345-1461

McCook Economic Development Corporation

Rex Nelson, Executive Director PO Box 626 301 Norris Avenue McCook NE 69001-0626 Phone – 308-345-1200 Fax – 308-345-2152 Email – medc@mccookne.org

Rural economic development is a key to survival in Nebraska. Reliable air service is an important component to our success. We are a large area with a small number of residents and realize that our marketing plan could be a model for other rural EAS subsidized airports.

We appreciate your consideration and the opportunity to work with you on this exciting program.

APPENDIX- Background Data:

- 1. Required summary APPENDIX B from DOT Order OST-2004-17343
- 2. Financial Statements City of McCook/North Platte Airport Authority

2001-2002 2002-2003 2003-2004 current year

- 3. McCook/North Platte Schedules
- 4. Enplanements

1983-1992 1993-2003

- 5. Fare Comparisons
- 6. Department of Aeronautics Capital Improvement Plan
- 7. Letters of Support

1. Required summary - APPENDIX B from DOT Order — OST-2004-17343

SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM DOCKET OST-2004-17343

SUMMARY INFORMATION

All applicants must submit this information along with their proposal. Previous applicants may incorporate by reference all or any portion of their initial proposals in Docket OST-2004-17343, but must also submit this summary information to be considered for a grant award from the FY 2004 funding for the Small Community Program in this docket. Additionally, the Office of Management and Budget (OMB) issued a new policy with respect to applications for federal grants. Effective October 1, 2003, applicants for federal grants must include in their applications their DUNS number.

DUNS Number05-3	346-0457		
☐ Not a Consortium	ORMATION: (CHECK ALL THAT An Interstate Consortium receives EAS subsidy	•	Intrastate Consortium
Point of Contact: Community Name	City of McCook	Phone:	(308) 345-2022
Address1	City Auditorium W 5 th & C Streets	Fax:	(308) 345-1461
Address2	P.O. Box 1059	Email:	citymgr@cityofmccook.com
City, State Zipcode	McCook, NE 69001	County:	Red Willow
Point of Contact:	John Bingham		
Community Name	North Platte Airport Authority	Phone:	
Address1	5400 E Lee Bird Drive	Fax:	(308) 534-6640
Address2	P.O. Box 1517	Email:	msharkey@hamilton.net
City, State Zipcode	North Platte, NE 69103	County:	Lincoln
Point of Contact:	Mike Sharkey		
Community Name	McCook Economic Dev Corp	Phone:	
Address1	301 Norris Avenue, Suite 200	Fax:	(308) 345-2152
Address2	P.O. Box 626	Email:	medc@mccookne.org
City, State Zipcode	McCook, NE 69001	County	: Red Willow
Point of Contact:	Rex Nelson		
Community Name	Dev. Corp. of North Platte	Phone:	(308) 532-1850
Address1	502 South Dewey Street	Fax:	(308) 532-8258
Address2		Email:	devco@grownorthplatte.org
City, State Zipcode	North Platte, NE 69101	County:	Lincoln
Point of Contact:	Brad Maul		

DESIGNATED LEGAL SPONSOR: (MUST BE A GOVERNMENT ENTITY) **Point of Contact** Name John Bingham (308) 345-2022 Phone: City Manager (308) 345-1461 Title Fax: City of McCook Email: citymgr@cityofmccook.com Organization City Auditorium W 5th & C Streets Address1 McCook City: P.O. Box 1059 NE Address2 State: Zip: 69001 PUBLIC/PRIVATE PARTNERSHIPS: (LIST ORGANIZATION NAMES) <u>Public</u> **Private** City of McCook McCook Economic Development Corporation 1. 1. North Platte Airport Authority **Development Corporation of North Platte** 2. 2. 3. 3. McCook Chamber of Commerce North Platte Chamber of Commerce 4. 4. 5. 5. **PROJECT INFORMATION** В. PROJECT PROPOSAL: (CHECK ALL THAT APPLY) Upgrade Aircraft Marketing П New Route Personnel Low Fare Service Increase Frequency Travel Bank Service Restoration Low Fare Service Subsidy Regional Service Other (specify) Revenue Guarantee Launch New Carrier First Competitive Service Start Up Cost Offset П Study П Secure Additional Carrier PROJECT GOAL: PROJECT IS INTENDED TO ADDRESS PROBLEMS INVOLVING (CHECK ALL THAT APPLY) High Fares Insufficient Air Service Unique Airport Circumstance П Access to National Transportation System Needed Other (Specify)

Increase Awareness

PLEASE PROVIDE A BRIEF SYNOPSIS (IN ONE PARAGRAPH) OF THE HIGHLIGHTS OF YOUR PROPOSAL.

A consortium focusing on McCook Municipal Airport and North Platte Regional Airport proposes a marketing campaign to increase the awareness of air services in southwest and west central Nebraska. Our results should include increased enplanements, improved relationship and services with Great Lakes Aviation, assistance with other economic development activities in the region, decrease our subsidy, and secure support from the public.

PROJECT COS	Т:					
Federal amount requested: Total local cash financial contribution: Airport funds: Non-Airport funds: State cash financial contribution: Existing funds: New funds: Airport In-kind contribution: (amount & description) Other In-Kind contribution: (amount & description) Total cost of project:		\$ 30,0	00			
C. AIR SERV DESIGNATION)		MENT ZONE: (C	HECK BC	X IF INTEREST	ED IN	
D. LOCAL AI	RPORT INFOR	RMATION: (WHEF	RE SERV	ICE WOULD BE	PROVIDED)	
Airport Name: Airport City: Airport State: Airport Code:	McCook Muni McCook / Nor Nebraska MCK / LBF	icipal Airport / Nor th Platte	th Platte I	Regional Airport	- - -	
LOCAL AIRPOI DATA)	RT CLASSIFIC	ATION: (BASED	ON MOS	T RECENT FAA	ENPLANEM	ENT
Non Hub		Small Hub		Medium Hub		Other

EXISTING LANDING AIDS AT LOCAL AIRPORT:

Full ILS (LBF) Outer/Middle Marke	er (<u>LBF)</u> Published Instrument						
Approach <u>(LBF)</u> Localizer <u>(MCK)</u> Other (specify) <u>ILS</u>							
EXISTING SERVICE: (CHECK ALL THAT APPL	Y)						
☐ Jet service ☐ Low Fare Service Service	★ Turboprop □ No Existing						
AIR CARRIER(S) SERVING AIRPORT: <u>Air Carriers</u> <u>Air Carriers</u>							
1. Great Lakes Aviation 1.							
2. 2.							
3. 3.							
3. 3. 4. 4. 5. 5.							
5. 5.							
CURRENT FLIGHT INFORMATION: (PLEASE PROOM) Number of non-stop roundtrip flights per	LBF to DIA 21 / MCK to DIA 18						
destination:							
Number of one-stop, single-plane roundtrip flights per destination per week (identify services that are seasonal and dates of service):	MCK to GRI 3						
Aircraft Type (include number of seats):	BE 1900 (19 seats) soon-Brasillia (30 seats)						
ENPLANEMENTS (LAST FIVE CALENDAR YEA	ARS TO THE EXTENT APPLICABLE) MCK LBF						
1999 <u>2,307 8,094</u> 2002	1,815 5,989						
2000 <u>2,454 9,017</u> 2003 _	1,761 5,986						
2001 2,058 6,637							
Scheduled airline enplamements from DOT							
E. AIRFARES: (PROVIDE CURRENT AVAILABL APPLICABLE)	E AIRFARES FOR TOP 3 O&D MARKETS-IF						
O&D Market: MCK to DIA	Airfare: \$92 one-way						
O&D Market: LBF to DIA	Airfare: \$93 one-way						
O&D Market:	Airfare:						

F. PROXIMITY OF OTHER AIRPORTS: (BASED ON MOST RECENT FAA ENPLANEMENT DATA)

What is your closest:

Non-hub (w/jet service)	Name	Lincoln, NE (LNK)
Small Hub	Name	Sioux Falls, SD (FSD)
Medium Hub	Name	Omaha, NE (OMA)
Large Hub	Name	Denver, CO (DIA)
Low-fare service	Name	Omaha, NE (OMA)

2. Financial Statements City of McCook/North Platte Airport Authority

2001-2002

2002-2003

2003-2004 current year

McCook Municipal Airport Budget

	:	2001-2002	2002-2003	2003-2004
Revenue:				
Airport Rentals	\$	25,000.00	\$ 22,000.00	\$ 22,000.00
Building Land Leases	\$	10,000.00	\$ 8,000.00	\$ 8,000.00
FAA Grants	\$	49,990.00	\$ 25,163.00	\$ 545,444.00
Total	\$	84,990.00	\$ 55,163.00	575,444.00
Expenditures:				
Payroll	\$	32,482.00	\$ 33,300.00	\$ 35,320.00
Tools	\$	350.00	\$ 350.00	\$ 350.00
Building Maintenance & Supplies	\$	5,000.00	\$ 5,000.00	\$ 5,000.00
Grounds Maintenance		2,000.00	\$ 6,000.00	\$ 6,000.00
R & M Radio	\$	200.00	\$ 200.00	\$ 200.00
Vehicle Repairs	\$	800.00	\$ 800.00	\$ 800.00
Mower Repairs	\$	250.00	\$ 250.00	\$ 250.00
Vehicle Expense	\$	1,600.00	\$ 1,800.00	\$ 1,500.00
Mower Expense	***	300.00	\$ 250.00	\$ -
Supplies	\$	300.00	\$ 300.00	\$ 1,300.00
Engineering Services	\$	-1	\$ 1,000.00	\$ 250.00
Telephone	\$	3,000.00	\$ 3,000.00	\$ 3,500.00
Insurance	\$	8,100.00	\$ 9,150.00	\$ 12,300.00
Utilities (Gas, Electricity, water, sewer)	\$	17,725.00	\$ 15,570.00	\$ 18,000.00
Runway Lights	\$	3,300.00	\$ 4,350.00	\$ 4,600.00
Building Maintenance & Supplies	\$	500.00	\$ 500.00	\$ 1,500.00
Vehicle Labor	\$	300.00	\$ 300.00	\$ 300.00
Mower Labor	\$	150.00	\$ 150.00	\$ -
Schools & Conventions	\$	1,000.00	\$ 2,000.00	\$ 1,000.00
VOR-Weather Observation	\$	30,000.00	\$ 12,000.00	\$ 5,500.00
Hangar Contract	\$	=	\$ =	\$ 21,000.00
Miscellaneous	\$	600.00	\$ 500.00	\$ 500.00
Janitorial Contract	\$	=	\$ -	\$ 2,000.00
Real Estate Taxes	\$	-	\$ -	\$ 1,500.00
Budgeted Transfers	\$		\$ 25,000.00	\$ 25,000.00
Capital Outlay-Buildings	***	-	\$ -	\$ 300,000.00
Other Improvements		1,600.00	\$ 7,000.00	\$ -
FAA Improvements	\$	49,990.00	\$ 25,163.00	\$ 545,444.00
Total	\$	159,547.00	\$ 153,933.00	\$ 993,114.00

NORTH PLATTE AIRPORT AUTHORITY STATEMENT OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS PROPRIETARY FUND TYPE YEARS ENDED SEPTEMBER 30, 2003 AND 2002

OPERATING REVENUES 45,600 46,405 T-Hangar 43,349 43,292 FBO 46,799 45,080 Fuel flow 46,799 45,080 Aerial spraying 1,600 1,500 Nonconcession space 49,833 39,348 Other building services 581 581 Restaurant 5,746 24,821
FBO 43,349 43,292 Fuel flow 46,799 45,080 Aerial spraying 1,600 1,500 Nonconcession space 49,833 39,348 Other building services 581 581 Restaurant 5,746 24,821
Fuel flow 46,799 45,080 Aerial spraying 1,600 1,500 Nonconcession space 49,833 39,348 Other building services 581 581 Restaurant 5,746 24,821
Aerial spraying 1,600 1,500 Nonconcession space 49,833 39,348 Other building services 581 581 Restaurant 5,746 24,821
Nonconcession space 49,833 39,348 Other building services 581 581 Restaurant 5,746 24,821
Other building services 581 581 Restaurant 5,746 24,821
Restaurant 5,746 24,821
Restautant
Phone 41 26
Food and drink 325 359
Fuel sales 472 1,615
Car rental 24,885 25,380
Building space - scheduled carriers 6,870 7,149
Joint use areas 3,000 3,000
Landing fees 13,148 15,014
Ranching 6,650 6,650
Hay production 19,720 19,324
Advertising 1,080 600
Copies/reports/specs 627 316
Surplus/salvage 20,945
Miscellaneous 1,147 179
Total operating revenues 292,418 280,639
OPERATING EXPENSES
Personal services - salaries and wages 216,558 201,909
Group insurance 25,030 11,509
Government contributions (payroll taxes) 16,728 15,525
Retirement contributions 5,075 2,202
Technical services 1,512 1,435
Financial services 4,802 4,260
Operational services 1,260 1,680
Administrative services 25,803 7,147
Utility services 91,702 89,703
Travel, conferences and schools 3,087 2,511
Maintenance contract services 15,852 7,533
Nonrecurring contract services
(repairs and maintenance) 36,299 33,202
Supplies 13,671 12,858
Motor fuels, oils and lubricants 6,469 4,458
Uniforms 1,810 1,535
Small tools and equipment 2,452 1,462
Parts 33,927 35,248
Security 391 838

NORTH PLATTE AIRPORT AUTHORITY STATEMENT OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS PROPRIETARY FUND TYPE YEARS ENDED SEPTEMBER 30, 2003 AND 2002

	2003	2002
OPERATING EXPENSES (Continued)		
Equipment rent	95	401
Licensing	18	78
Risk management	71,882	57,646
T-Hangar discounts	60	333
Navigational aids	22.5	434
Books/Educational	235	
Total operating expenses	574,718	493,907
OPERATING EXPENSES OVER (UNDER)		
OPERATING REVENUES BEFORE		
AMORTIZATION AND DEPRECIATION	(282,300)	(213,268)
Depreciation expense	574,803	473,411
Amortization expense	2,484	2,484
Total depreciation expense and amortization	2,101	2,.0.
expense	577,287	475,895
CAPOLISC		110,070
OPERATING LOSS BEFORE NONOPERATING		
REVENUES (EXPENSE)	(859,587)	(689,163)
NONOPERATING REVENUES (EXPENSE)		
Taxes, net	642,034	595,104
Federal and state grants	1,029,305	20,427
Interest revenue	5,673	10,560
Interest expense	(81,535)	(86,920)
Total nonoperating revenues (expense)	1,595,477	539,171
rotal nonopoliting revenues (espenies)		
NET INCOME (LOSS)	735,890	(149,992)
RETAINED EARNINGS, beginning of year	12,202,980	12,352,972
RETAINED EARNINGS, end of year	12,938,870	12,202,980

See accompanying notes to financial statements.

	7 Months Apr/04	Annual — — —	Unused	% Used
REVENUE				
Local Property Taxes	\$201,077.03	\$624,600.00	\$423,522.97	
In Lieu of Taxes	0.00	1,000.00	1,000.00	
FEDERAL AID PROJECTS				
AIP 3-31-0059-17 (Blower)	11,991.00	0.00	(11,991,00)	
AIP 3-31-0059-18 (RWY)	147.844.00	808.632.00	660,788.00	
AIP 3-31-0059-19 (Rwy/Twy Lights)		000,000	500,700.00	
	0.00	105,210.00	105,210.00	
TOTAL FEDERAL AID PROJECTS	159,835.00	913.842.00	754,007.00	
STATE PART OF FED PROJECTS				
Alp 3-31-0059-18 (RWY)	4,928.13	26,954.00	22.025.87	
AIP 3-31-0059-19 (Rwy/Twy Lights)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	20,000	22,024,07	
	0.00	3,507.00	3,507.00	
TOTAL STATE PART OF FED PROJECTS				
To the office of the two periods	4,928.13	30,461.00	25,532.87	
~				
STATE TAX				
Proration	785.93	3,000.00	2,214.07	
Homestead Exemption	8,957.06	0.00	(8,957.06)	
TOTAL STATE TAX	9,742.99	3,000.00	(6,742.99)	
CT In				
GENERAL AVIATION T-Hangars	24 800 00	10.000.00		
FBO	24,800.00	40,000.00	15,200.00	
Fue! Flowage Fee	25,314.74	45,000.00	19,685.26	
Aerial Spraying	23,557.77 1,600.00	37,000.00 1.600.00	13,442.23 0.00	
T-Hangar Discounts	(40.00)	0.00	40.00	
TOTAL GENERAL AVIATION	75,232.51	123.600.00	48,367,49	
-		-		
BUILDING				
Non-Concession Space	29,065.49	45,000.00	15,934.51	
Other Building Services	372.68	1,000.00	627.32	
TOTAL BUILDING	29,438.17	46,000.00	16,561.83	
CONCESSIONS				
Restaurant	0.00	12 000 00	12 000 00	
Phone	0.00	12,000.00	12,000.00	
Food/Drink	193.59	100.00 300.00	100.00	
- VOW MITTIN	(95,59	300.00	106.41	

	7 Months Apr/04	Annual Budget — -	Unused	% Used
TOTAL CONCESSIONS	193.59	12,400.00	12,206.41	
CAR RENTAL				
Gross Receipts	16,065.00	25,000.00	8,935.00	
TOTAL CAR RENTAL	16.065,00	25,000.00	8,935.00	
SCHEDULED CARRIERS				
Building Space	4,567.00	7,000.00	2,433.00	
Joint-Use Areas	1,750.00	3,000.00	1,250.00	
Landing Fees	6,004.00	15,000.00	8,996.00	
TOTAL SCHEDULED CARRIERS	12,321.00	25,000.00	12,679.00	
LAND				
Ranching	3,325.00	5,000.00	1,675.00	
Hay Production	. 18,099.45	10,000,00	(8,099,45)	
TOTAL LAND	21,424.45	15,000.00	(6,424.45)	
ADVERTISING				
Terminal Building	(1,080.00)	200.00	1,280.00	
TOTAL ADVERTISING	(1,080.00)	200.00	1,280.00	
OTHER FEES				
Copies/Reports/Specs	196.30	500.00	303.70	
Miscellaneous	663.25	500.00	(163.25)	
TOTAL OTHER FEES	859.55	1,000.00	140.45	r.
PROPERTY SALES				
Surplus/Salvage	1,565.50	2,000.00	434.50	
TOTAL PROPERTY SALES	1,565.50	2,000.00	434.50	
Interest	51.98	200.00	148.02	
Interest	39.54	200.00	160.46	
Interest	210.92	5,000.00	4.789.08	
TRANSFERS		The same one care		
Transfers In Transfers In	0.00	(15,200.00)	(15.200.00)	0.0%
	0.00	(75,896.00)	(75,896.00)	0.0%
Transfers In	93,356.32	(239,260.00)	(332,616.32)	-39.0%

7 Months Apr/04	Annual Budget	Unused	% Used
(93,356.32)	315,156.00	408,512.32	
0.00	200.00	200.00	
0.00	15,000.00	15,000.00	
0.00	0.00	0.00	
531,905.36	1,828,503.00	1,296,597.64	
	(93,356.32) 0.00 0.00 0.00	Apr/04 Annual Budget — (93,356.32) 315,156.00 200.00 15,000.00 0.00 0.00	Apr/04 Annual Budget Unused (93,356.32) 315,156.00 408,512.32 0.00 200.00 200.00 0.00 15,000.00 15,000.00 0.00 0.00 0.00

	7 Months Apy/04	Annual	Unused	% Used
	779777	- Budget		70 0000
EXPENSES				
Reg. Employee Salaries	127,319.18	218,000.00	90,680.82	58.4%
Call Pay	2,715.00	5,000.00	2,285.00	54.3%
Overtime Salaries	1,409.65	3,000.00	1,590,35	47.0%
Holiday Pay	0.00	1,500.00	1,500.00	0.0%
GROUP INSURANCE				
Emp. Health/Life Ins.	11,385.53	19,000.00	7,614.47	59.9%
Deductible	2,513.65	5,000.00	2,486.35	50.3%
In Lieu of Insurance	1,500.00	2,600.00	1,100.00	57.7%
Simple IRA Contributions	3,366.22	5,000.00	1,633.78	67.3%
TOTAL GROUP INSURANCE	18,765.40	31,600.00	12,834.60	59.4%
GOVERNMENT CONTRIBUTIONS				
Payroll Tax Expense	10,059.83	18,000.00	7,940.17	55.9%
TOTAL GOVERNMENT CONTRIBUTIO	10,059.83	18,000,00	7,940.17	55.9%
TECHNICAL SERVICES				
Prof. Engineering Svcs.	4,184.43	5,000.00	815.57	83.7%
Testing Services	1,622.00	2,000.00	378.00	81.1%
TOTAL TECHNICAL SERVICES	5,806.43	7,000.00	1,193.57	82.9%
FINANCIAL SERVICES				
Auditing Sycs.	0.00	6,000.00	6,000,00	0.0%
Accounting Svcs.	0.00	1,000.00	1,000.00	0.0%
Emp. Benefit Svcs.	564.00	800.00	236.00	70.5%
TOTAL FINANCIAL SERVICES	564.00	7,800.00	7,236.00	7.2%
OPERATIONAL SERVICES				900000
WSI WX	1,260.00	1,500.00	240.00	84.0%
Navigational Aids Security	5,327.39	0.00	(5,327,39)	105001
Equipment Rent	20,363.83 0.00	15,000.00	(5,363.83)	135.8%
edubueur Ken	0.00	500.00	500.00	0.0%
TOTAL OPERATIONAL SERVICES	26,951.22	17,000.00	(9,951.22)	158.5%
ADMINISTRATIVE SERVICES				
Legal Svcs.	0.00	2,000.00	2,000.00	0.0%
Notices	480.35	1,000.00	519.65	48.0%
Mailing/Delivery Svcs.	545.90	1,200.00	654.10	45.5%
Membership Dues/Sub.	1,914.65	2,000.00	85.35	95.7%

NP Airport Authority Income Statement

	7 Months Apr/04	Annual Budget — -	Unused	% Used
Marketing	1,602.52	40,000,00	38,397.48	4.0%
Historical Committee	6,827.13	5,000.00	(1,827.13)	136.5%
TOTAL ADMINISTRATIVE SERVICES	11,370.55	51,200.00	39.829.45	22.2%
UTILITY SERVICES				
Electricity	27,010.42	45,000.00	17,989,58	60.0%
Refuse	2.213.64	4,000.00	1,786.36	55.3%
Natural Gas	24,993.82	45,000.00	20,006.18	55.5%
Tele. Line Expense	2,445,56	6,000,00	3.554.44	40.8%
Long Distance Expense	1,289.85	2,000.00	710.15	64.5%
Radio Service	1,538.58	1,000.00	(538.58)	153.9%
TOTAL UTILITY SERVICES	59,491.87	103,000.00	43,508.13	57.8%
CONTRACT WORK				
NRCntSvc Bldgs	14,646.00	20,000.00	5,354.00	73.2%
NRCntSvc Grounds	25,663.38	20,000,00	(5,663.38)	
NRCntSvc Wt/Swr/Gas	2,945.58	5,000.00	2,054.42	58.9%
NRCntSvc Fleet/Equip	1,502.54	10,000.00	8,497.46	15.0%
NRCntSvc Airfield	6,711.57	5,000.00	(1,711.57)	
NRCntSvc Office Equip.	363.92	2,000,00	1,636.08	18.2%
MCntSvc	9,771.08	15,000.00	5,228.92	65.1%
TOTAL CONTRACT WORK	61,604.07	77,000.00	15,395.93	80.0%
SUPPLIES				-
Office Supplies	2,946.85	2 000 00	52.15	00.30/
Cleaning/Bldg Supplies		3,000.00	53.15	98.2%
Meals	2,786.15	6,000.00	3,213.85	46.4%
	1,000.12	1,000.00	(0.12)	
Fire/Safety Supplies Bldg/Landside Lights	339.96 2,695.96	3,000.00	2,660.04 304.04	11.3% 89.9%
TOTAL SUPPLIES	9,769.04	16,000.00	6,230.96	61.1%
Fuel/Filters/Lubricants/Fluids	7,404.89	8,000.00	595.11	92.6%
MISCELLANEOUS				
Uniforms	1,140.90	2,500.00	1,359.10	45.6%
Books/Educational Mat.	194.35	300.00	105.65	64.8%
Travel/Conf & Schools	3,310.15	3,000.00	(310.15)	100,000,000,000
Small Tools & Equip.	2,744.51	4,800.00	2,055.49	57.2%
TOTAL MISCELLANEOUS	7,389.91	10,600.00	3,210.09	69.7%
				_

PARTS/MATERIALS

Income Statement

	7 Months			
	Apr/04	Annual	Unused	% Used
Bldg, Maint, Mat.	6,555.90	- Budget 6,000.00	(555.90)	109.3%
Grounds Maint, Mat.	2.202.70	5,000.00	2,797.30	44.1%
Water/Sewer/Gas Maint, Mat.	315.28	3,000.00	2,684.72	10.5%
Fleet/Equip Parts	4,679.42	5,000.00	320.58	93.6%
Airfield Maint, Mat.	2,338.26	10,000.00	7,661.74	23.4%
Office Equip. Parts	21.35	1,000.00	978.65	2.1%
TOTAL PARTS/MATERIALS	16.112.91	30,000.00	13,887.09	53.7%
DEBT SERVICE				
Bond Principal	0.00	125,000.00	125,000.00	0.0%
Bond Interest	38,017.50	76,035.00	38,017.50	50.0%
Note Payments	22,298.15	38,225.00	15,926,85	58.3%
Note Interest	0.00	1,500.00	1,500.00	0.0%
TOTAL DEBT SERVICE	60,315.65	240,760.00	180,444.35	25,1%
Licensing	61.00	150.00	89.00	40.7%
Contingency	0.00	10,000.00	10,000.00	0.0%
Risk Management	75,510.07	85,000.00	9,489.93	88.8%
Insurance Losses	0.00	1,000.00	1,000.00	0.0%
CAPOUT-BLDGS				
T-Hangar Door Openers	21.69	0.00	(21.69)	
Bldg. Improvements	35,944.53	56,000.00	20,055.47	64.2%
HVAC	6,583.83	44,000.00	37,416.17	15.0%
TOTAL CAPOUT-BLDGS	42,550.05	100,000,00	57,449.95	42.6%
CAPOUT- GROUNDS/LANDSIDE				
Landscaping/Irrigation	45.68	1.000,00	954.32	4.6%
Sewer Plant	0.00	00.000,1	1,000.00	0.0%
TOTAL CAPOUT - GROUNDS/LANDSIDE	E			
	45.68	2,000.00	1,954.32	2.3%
CAPOUT - FLEET/EQUIP.				
Communications	43.75	5.000.00	4.956,25	0.9%
Tractor Plow Blade	0.00	6,000,00	6,000,00	0.0%
Rotary Mower	6,900.00	7,500.00	600.00	92.0%
AIP 3-31-0059-17 (BLOWER)	409.14	0.00	(409.14)	
Skid Loader	0.00	5,000.00	5,000.00	0.0%
Miscellaneous Equipment	4,159.43	0.00	(4,159.43)	
TOTAL CAPOUT - FLEET/EQUIP.	11,512.32	23,500.00	11,987.68	49.0%

CAPOUT - AIRFIELD

	7 Months Apr/04	Annual Budget	Unused	% Used
T-Hangar Apron	15,978.37	45,000.00	29,021.63	35.5%
AIP 3-31-0059-18 (RWY) AIP 3-31-0059-19 (Rwy/Twy Lights)	195,079.39	903,299.00	708,219.61	21.6%
	0.00	116,900.00	116,900.00	0.0%
TOTAL CAPOUT - AIRFIELD	211,057.76	1,065,199.00	854,141.24	19.8%
CAPOUT - OFFICE EQUIP.				
Misc. Equipment	0.00	1,000.00	1,000,00	0.0%
TOTAL CAPOUT - OFFICE EQUIP.	0.00	1,000.00	1,000.00	0.0%
TOTAL EXPENSES	767,786.48	2,133,309.00	1,365,522.52	36.0%
****** OPERATING PROFIT	(235,881.12)	(304,806.00)	(68,924.88)	77.4%
*****	(\$235,881.12)	(\$304,806.00)	(\$68,924.88)	77.4%

3. McCook/North Platte Schedules

Great Lakes Airlines North Platte/Denver Schedule May 1, 2004

Arrivals			
Mon-Fri	Central Time	Flight #	Originates
	12:49 PM	5137	Denver
	5:04 PM	5135	Denver
	8:54 PM	5139	Denver
Saturday	Central Time	Flight #	Originates
	12:49 PM	5137	Denver
	6:24 PM	5139	Denver
Sunday	Central Time	Flight #	Originates
	12:49 PM	5137	Denver
	8:54 PM	5139	Denver

Departures			
Mon-Fri	Central Time	Flight #	Destination
	7:20 AM	5134	Denver
	1:10 PM	5136	Denver
	5:22 PM	5138	Denver
Saturday	Central Time	Flight #	Destination
	7:20 AM	5134	Denver
	7:20 AM 1:10 PM	5134 5136	Denver Denver
Sunday			
Sunday	1:10 PM	5136	Denver

Great Lakes Airlines McCook/Denver Schedule May 1, 2004

Arrivals			
Mon-Fri	Central Time	Flight #	Originates
	11:01 AM	5037	Denver
	2:51 PM	5023	Denver
	9:31 PM	5039	Denver
Saturday	Central Time	Flight #	Originates
	6:11 PM	5035	Denver
Sunday	Central Time	Flight #	Originates
	3:16 PM	5035	Denver
	9:31 PM	5039	Denver

Departures			
Mon-Fri	Central Time	Flight #	Destination
	7:44 AM	5034	Denver
	11:16 AM	5038	Denver
	4:54 PM	5016	Denver
Saturday	Central Time	Flight #	Destination
	7:44 AM	5034	Denver
Sunday	Central Time	Flight #	Destination
	10:15 AM	5034	Denver
	5:22 PM	5036	Denver

Great Lakes Airlines McCook/Grand Island Schedule May 1, 2004

Arrivals			
Mon-Fri	Central Time	Flight #	Originates
	7:34 AM	5034	Grand Island
	4:44 PM	5016	Grand Island
Saturday	Central Time	Flight #	Originates
	6:50 AM	5034	Grand Island
Sunday	Central Time	Flight #	Originates
	10:04 AM	5034	Grand Island
	5:12 PM	5036	Grand Island

Departures			
Mon-Fri	Central Time	Flight #	Destination
	3:01 PM	5023	Grand Island
	9:41 PM	5039	Grand Island
Saturday	Central Time	Flight #	Destination
	6:21 PM	5035	Grand Island
Sunday	Central Time	Flight #	Destination
	3:26 PM	5035	Grand Island
	9:41 PM	5039	Grand Island

Westward Airways Proposed River Run Schedule North Platte Regional Airport

		1	
	Departs	Arrives	Stops
North Platte to	6:50 AM	7:45 AM	Nonstop
Lincoln	5:50 PM	6:45 PM	Nonstop
North Platte to	6:50 AM	8:20 AM	1 stop
Omaha	5:50 PM	7:20 PM	1 stop
North Platte to	10:00 AM	9:45 AM (MST)	Nonstop
Scottsbluff	9:00 PM	8:45 PM (MST)	Nonstop
Lincoln to North	9:00 AM	9:55 AM	Nonstop
Platte	8:00 PM	8:55 PM	Nonstop
			-
Omaha to North	8:25 AM	9:55 AM	1 stop
Platte	7:25 PM	8:55 PM	1 stop
Scottsbluff to	5:00 AM (MST)	6:45 AM	Nonstop
North Platte	4:00 PM (MST)	5:45 PM	Nonstop

(Anticipate starting Summer 2004)

4. Enplanements

1983-1992 1993-2003

Enplanements (Boardings)

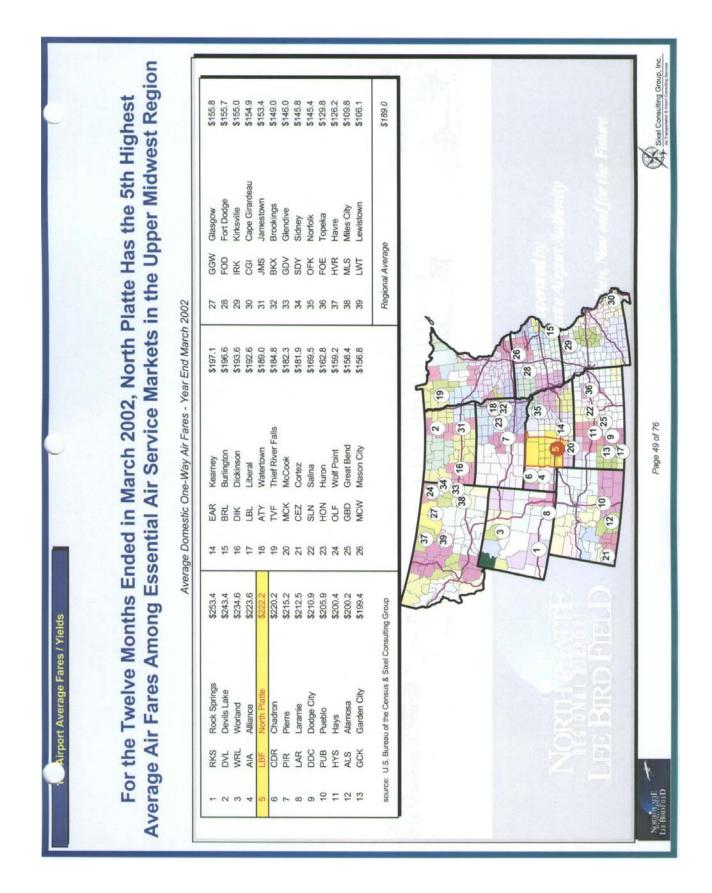
	McCook	North Platte	Kearney	Alliance
2003	1,761	5,986	5,553	1,032
2002	1,815	5,989	5,184	873
2001	2,058	6,637	7,042	754
2000	2,454	9,017	10,463	1,346
1999	2,307	8,094	7,720	1,479
1998	2,744	10,089	5,513	1,827
1997	1,537	11,699	1,070	1,021
1996	886	10,016	917	619
1995	842	11,143	2,638	558
1994	1,070	13,536	3,362	616
1993	1,182	17,583	3,374	826
1992	1,170	16,396	3,200	969
1991	1,055	15,860	3,351	578
1990	1,074	14,496	3,419	764
1989	979	12,749	2,574	868
1988	1,264	14,850	2,751	848
1987	1,447	11,559	2,698	798
1986	4,197	11,167	1,087	894
1985	1,110	11,445	3,467	337
1984	3,112	12,785	1,603	1,396
1983	2,783	20,230	1,331	995

1983-2002 emplanements are official U.S. DOT numbers 2003 enplanements are reported by individual airports

5. Fare Comparisons

Domestic Air Fares in the Upper Midwest, Generating an Average of \$222 Each Way For the Twelve Months Ended in March 2002, North Platte Had the 8th Highest

\$109.8 \$106.1 \$159.3	Miles City Lewistown	96 MLS 97 LWT I	96 97 Regio	\$169.5	Salina	SE	\$	\$192.5		Brainerd	5
\$109.8	Miles City Lewistown	MLS	96	\$169.5	Salina	SLN	3 2	92.5	22		Brainerd
\$120.5	Kansas City	MC	8 2	\$169.7	Billings	BE	8	2.6	\$192.6		Liberal
\$126.2	Havre	MIX MIX	8 8	\$171.7	Kalispell Sioux Falls	FSD	62	3.7	\$193.7	Fargo \$19 Dickinson \$19	uo
\$129.8	Topeka	FOE	35	\$172.0	Grand Junction	GJT	9	5	\$196.1	ster	Rochester
\$131.0	Omaha	OMA	91	\$172.2	Denver	DEN	29	9	\$196.6		Burlington
\$139.3	St Louis	STL	8	\$172.2	Springfield	SGF	28	-	\$197.1		Aberdeen
\$145.4	Norfolk	OFK	88	\$172.4	Des Moines	DSM	24		\$197.1		Keamey
\$145.8	Sidney	SDY	88	\$173.4	Minneapolis	MSP	26		\$197.5	Telluride \$197.5	Telluride
\$146.0	Glendive	GDV	87	\$174.5	Waterloo	ALO	22		\$197.6		St Cloud
\$147.5	Lincoln	LNK	98	\$175.1	Hibbing	HB	72		\$199.4	City	Garden City
\$149.0	Brookings	BKX	82	\$175.6	Bozeman	BZN	23		\$199.4		Minot
\$149.7	Dubuque	DBQ	8	\$177.2	Cedar Rapids	CID	25		\$200.2	sa	Alamosa
\$153.1	Quad-City	ML	83	\$181.9	Cortez	CEZ	51		\$200.4	Hays \$200.4	Hays
\$153.2	Hayden	HDN	82	\$182.3	McCook	MCK	20		\$200.5	Bismarck \$200.5	Bismarck
\$153.3	Gunnison	GUC	81	\$182.6	Joplin	ZEN	49		\$204.3	Williston \$204.3	Williston
\$153.4	Jamestown	JMS	80	\$182.7	Cody/Yellowstone	COD	48		\$205.9		Pueblo
\$154.9	Cape Girardeau	CGI	79	\$183.0	Great Falls	GTF	47		\$206.2	Aspen \$206.2	Aspen
\$155.0	Kirksville	ΣK	78	\$183.8	Jackson	JAC	46		\$207.4	Riverton \$207.4	
\$155.7	Fort Dodge	FOD	77	\$184.8	Thief River Falls	TVF	45		\$210.9	Dodge City \$210.9	
\$155.8	Glasgow	GGW	76	\$185.2	Bemidji	BJI	44		\$212.5	Laramie \$212.5	
\$156.8	Mason City	MCW	75	\$186.4	Helena	HLN	43		\$215.2	Pierre \$215.2	
\$158.4	Great Bend	GBD	74	\$187.0	Rapid City	RAP	42		\$220.2	Chadron \$220.2	
\$159.2	Wolf Point	OLF	73	\$188.0	Butte	BTM	4		\$221.0	Sheridan \$221.0	
\$159.6	Sioux City	SUX	72	\$188.4	Wichita	ICT	40		\$222.2	North Platte \$222.2	LBF North Platte \$222.2
\$162.8	Huron	HON	71	\$189.0	Watertown	ATY	39		\$223.6		
\$163.4	Durango	DRO	70	\$190.3	Grand Forks	GFK	38		\$233.5	ЭС	Cheyenne
\$163.7	Montrose	MTJ	69	\$190.3	Grand Rapids	GPZ	37		\$234.6		Worland
\$163.7	Grand Island	GRI	89	\$190.5	Casper	CPR	36		\$238.6	H	Scottsbluff
\$165.4	Missoula	MSO	29	\$190.5	Duluth	DLH	32		\$243.4	Devils Lake \$243.4	
\$166.4	Colorado Springs	cos	99	\$190.7	Columbia	COU	34		\$253.4	Rock Springs \$253.4	
3	Vail/Eagle	EGE	65	\$192.0	International Falls	ĭ	33		\$269.0	Gillette \$269.0	GCC Gillette \$269.0





Please notice numbers 5300-5399 are FlightLink ground service operated by Greyhound

selected flights:

From: McCook, NE To: Denver, CO, Return: McCook,

NE

Departure Date: Friday, May 21, 2004 **Return Date:** Sunday, May 23, 2004 **Cabin:** Coach, Number of Passengers: 1

Step 2: Choose your flight:

Departure	Price*
McCook, NE to Denver, CO Flight 5016: Wednesday, May 19, 2004 Departs: 04:54 PM, Arrives: 04:55 PM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5034: Thursday, May 20, 2004 Departs: 07:44 AM, Arrives: 07:47 AM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5038: Thursday, May 20, 2004 Departs: 11:16 AM, Arrives: 11:19 AM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5016: Thursday, May 20, 2004 Departs: 04:54 PM, Arrives: 04:55 PM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5034: Friday, May 21, 2004	\$92.00

Departs: 07:44 AM, Arrives: 07:47 AM Cabin Coach	
McCook, NE to Denver, CO Flight 5038: Friday, May 21, 2004 Departs: 11:16 AM, Arrives: 11:19 AM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5016: Friday, May 21, 2004 Departs: 04:54 PM, Arrives: 04:55 PM Cabin Coach	\$104.00
McCook, NE to Denver, CO Flight 5034: Saturday, May 22, 2004 Departs: 07:44 AM, Arrives: 07:47 AM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5034: Sunday, May 23, 2004 Departs: 10:15 AM, Arrives: 10:18 AM Cabin Coach	\$104.00
McCook, NE to Denver, CO Flight 5036: Sunday, May 23, 2004 Departs: 05:22 PM, Arrives: 05:25 PM Cabin Coach	\$92.00
McCook, NE to Denver, CO Flight 5034: Monday, May 24, 2004 Departs: 07:44 AM, Arrives: 07:47 AM Cabin Coach	\$92.00
Returning	Price*
Denver, CO to McCook, NE Flight 5039: Thursday, May 20, 2004 Departs: 07:30 PM, Arrives: 09:31 PM Cabin	\$92.00
Denver, CO to McCook, NE	

Flight 5037: Friday, May 21, 2004 Departs: 09:00 AM , Arrives: 11:01 AM Cabin	
Denver, CO to McCook, NE Flight 5023: Friday, May 21, 2004 Departs: 12:50 PM, Arrives: 02:51 PM Cabin	\$92.00
Denver, CO to McCook, NE Flight 5039: Friday, May 21, 2004 Departs: 07:30 PM, Arrives: 09:31 PM Cabin	\$92.00
Denver, CO to McCook, NE Flight 5035: Saturday, May 22, 2004 Departs: 04:10 PM, Arrives: 06:11 PM Cabin	\$92.00
Denver, CO to McCook, NE Flight 5035: Sunday, May 23, 2004 Departs: 01:15 PM, Arrives: 03:16 PM Cabin Coach	\$104.00
Denver, CO to McCook, NE Flight 5039: Sunday, May 23, 2004 Departs: 07:30 PM, Arrives: 09:31 PM Cabin	\$92.00
Denver, CO to McCook, NE Flight 5037: Monday, May 24, 2004 Departs: 09:00 AM, Arrives: 11:01 AM Cabin	\$92.00
Denver, CO to McCook, NE Flight 5023: Monday, May 24, 2004 Departs: 12:50 PM, Arrives: 02:51 PM Cabin	\$92.00
Denver, CO to McCook, NE Flight 5039: Monday, May 24, 2004 Departs: 07:30 PM, Arrives: 09:31 PM Cabin	\$92.00

Denver, CO to McCook, NE Flight 5037: Tuesday, May 25, 2004 Departs: 09:00 AM, Arrives: 11:01 AM

Cabin



\$92.00

Please notice numbers 5300-5399 are FlightLink ground service operated by Greyhound

selected flights:

From: Kearney, NE To: Denver, CO, Return: Kearney,

NE

Departure Date: Friday, May 21, 2004 **Return Date:** Sunday, May 23, 2004 **Cabin:** Coach, **Number of Passengers:** 1

Step 2: Choose your flight:

Departure	Price*
Kearney, NE to Denver, CO Flight 5004: Wednesday, May 19, 2004 Departs: 06:30 PM, Arrives: 06:54 PM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5000: Thursday, May 20, 2004 Departs: 07:26 AM, Arrives: 07:50 AM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5002: Thursday, May 20, 2004 Departs: 01:07 PM, Arrives: 01:31 PM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5004: Thursday, May 20, 2004	\$100.00

Departs: 06:30 PM, Arrives: 06:54 PM Cabin Coach	
Kearney, NE to Denver, CO Flight 5000: Friday, May 21, 2004 Departs: 07:26 AM, Arrives: 07:50 AM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5002: Friday, May 21, 2004 Departs: 01:07 PM, Arrives: 01:31 PM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5004: Friday, May 21, 2004 Departs: 06:30 PM, Arrives: 06:54 PM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5000: Saturday, May 22, 2004 Departs: 07:26 AM, Arrives: 07:50 AM Cabin Coach	\$126.00
Kearney, NE to Denver, CO Flight 5002: Saturday, May 22, 2004 Departs: 01:07 PM, Arrives: 01:31 PM Cabin Coach	\$113.00
Kearney, NE to Denver, CO Flight 5000: Sunday, May 23, 2004 Departs: 07:26 AM, Arrives: 07:50 AM Cabin Coach	\$100.00
Kearney, NE to Denver, CO Flight 5004: Sunday, May 23, 2004 Departs: 06:30 PM, Arrives: 06:54 PM Cabin Coach	\$100.00
n	n • •
Returning	Price*
Denver, CO to Kearney, NE	

Departs: 10:35 AM, Arrives: 12:52 PM Cabin Denver, CO to Kearney, NE Flight 5003: Friday, May 21, 2004 \$100.00 Departs: 03:55 PM, Arrives: 06:11 PM Cabin Denver, CO to Kearney, NE Flight 5005: Friday, May 21, 2004 \$100.00 Departs: 06:50 PM, Arrives: 09:06 PM Cabin Denver, CO to Kearney, NE Flight 5001: Saturday, May 22, 2004 \$100.00 Departs: 09:25 AM, Arrives: 11:41 AM Cabin Denver, CO to Kearney, NE Flight 5005: Saturday, May 22, 2004 \$113.00 Departs: 06:50 PM, Arrives: 09:06 PM Cabin Coach Denver, CO to Kearney, NE Flight 5003: Sunday, May 23, 2004 \$100.00 Departs: 03:55 PM, Arrives: 06:11 PM Cabin Denver, CO to Kearney, NE Flight 5005: Sunday, May 23, 2004 \$100.00 Departs: 06:50 PM, Arrives: 09:06 PM Cabin Denver, CO to Kearney, NE Flight 5001: Monday, May 24, 2004 \$100.00 Departs: 10:35 AM, Arrives: 12:52 PM Cabin Denver, CO to Kearney, NE Flight 5003: Monday, May 24, 2004 \$126.00 Departs: 03:55 PM, Arrives: 06:11 PM

Flight 5001: Friday, May 21, 2004

Cabin

Denver, CO to Kearney, NE
Flight 5005: Monday, May 24, 2004
Departs: 06:50 PM, Arrives: 09:06 PM
Cabin

\$100.00

Denver, CO to Kearney, NE
Flight 5001: Tuesday, May 25, 2004
Departs: 10:35 AM, Arrives: 12:52 PM

\$100.00

Cabin



Please notice numbers 5300-5399 are FlightLink ground service operated by Greyhound

selected flights:

From: North Platte, NE To: Denver, CO, Return: North

Platte, NE

Departure Date: Friday, May 21, 2004 **Return Date:** Sunday, May 23, 2004 **Cabin:** Coach, Number of Passengers: 1

Step 2: Choose your flight:

Departure	Price*
North Platte, NE to Denver, CO Flight 5138: Wednesday, May 19, 2004 Departs: 05:22 PM, Arrives: 05:30 PM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5134: Thursday, May 20, 2004 Departs: 07:20 AM, Arrives: 07:28 AM Cabin Coach	\$105.00
North Platte, NE to Denver, CO Flight 5136: Thursday, May 20, 2004	\$93.00

Departs: 01:10 PM, Arrives: 01:18 PM Cabin Coach	
North Platte, NE to Denver, CO Flight 5138: Thursday, May 20, 2004 Departs: 05:22 PM, Arrives: 05:30 PM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5134: Friday, May 21, 2004 Departs: 07:20 AM, Arrives: 07:28 AM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5136: Friday, May 21, 2004 Departs: 01:10 PM, Arrives: 01:18 PM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5138: Friday, May 21, 2004 Departs: 05:22 PM, Arrives: 05:30 PM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5134: Saturday, May 22, 2004 Departs: 07:20 AM, Arrives: 07:28 AM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5136: Saturday, May 22, 2004 Departs: 01:10 PM, Arrives: 01:18 PM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5134: Sunday, May 23, 2004 Departs: 07:50 AM, Arrives: 07:58 AM Cabin Coach	\$93.00
North Platte, NE to Denver, CO Flight 5136: Sunday, May 23, 2004 Departs: 01:10 PM, Arrives: 01:18 PM Cabin Coach	\$93.00

Returning	Price*
Denver, CO to North Platte, NE Flight 5137: Friday, May 21, 2004 Departs: 10:45 AM, Arrives: 12:49 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5135: Friday, May 21, 2004 Departs: 03:00 PM, Arrives: 05:04 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5139: Friday, May 21, 2004 Departs: 06:50 PM, Arrives: 08:54 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5137: Saturday, May 22, 2004 Departs: 10:45 AM, Arrives: 12:49 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5139: Saturday, May 22, 2004 Departs: 04:40 PM, Arrives: 06:44 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5137: Sunday, May 23, 2004 Departs: 10:45 AM, Arrives: 12:49 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5139: Sunday, May 23, 2004 Departs: 06:50 PM, Arrives: 08:54 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5137: Monday, May 24, 2004 Departs: 10:45 AM, Arrives: 12:49 PM Cabin	\$93.00

Denver, CO to North Platte, NE Flight 5135: Monday, May 24, 2004 Departs: 03:00 PM, Arrives: 05:04 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5139: Monday, May 24, 2004 Departs: 06:50 PM, Arrives: 08:54 PM Cabin	\$93.00
Denver, CO to North Platte, NE Flight 5137: Tuesday, May 25, 2004 Departs: 10:45 AM, Arrives: 12:49 PM Cabin	\$93.00



Please notice numbers 5300-5399 are FlightLink ground service operated by Greyhound

selected flights:

From: Alliance, NE To: Denver, CO, Return: Alliance,

NE

Departure Date: Friday, May 21, 2004 **Return Date:** Sunday, May 23, 2004 **Cabin:** Coach, **Number of Passengers:** 1

Step 2: Choose your flight:

Departure	Price*
Alliance, NE to Denver, CO Flight 5114: Tuesday, May 18, 2004 Departs: 01:34 PM, Arrives: 02:30 PM Cabin Coach	\$101.00
Alliance, NE to Denver, CO Flight 5012: Wednesday, May 19, 2004 Departs: 06:54 AM, Arrives: 07:50 AM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5114: Wednesday, May 19, 2004 Departs: 01:34 PM, Arrives: 02:30 PM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5012: Thursday, May 20, 2004 Departs: 06:54 AM, Arrives: 07:50 AM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5114: Thursday, May 20, 2004	\$89.00

Departs: 01:34 PM, Arrives: 02:30 PM Cabin Coach	
Alliance, NE to Denver, CO Flight 5012: Friday, May 21, 2004 Departs: 06:54 AM, Arrives: 07:50 AM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5114: Friday, May 21, 2004 Departs: 01:34 PM, Arrives: 02:30 PM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5012: Saturday, May 22, 2004 Departs: 06:54 AM, Arrives: 07:50 AM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5114: Sunday, May 23, 2004 Departs: 01:34 PM, Arrives: 02:30 PM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5012: Monday, May 24, 2004 Departs: 06:54 AM, Arrives: 07:50 AM Cabin Coach	\$89.00
Alliance, NE to Denver, CO Flight 5114: Monday, May 24, 2004 Departs: 01:34 PM, Arrives: 02:30 PM Cabin Coach	\$89.00
Returning	Price*
Denver, CO to Alliance, NE Flight 5114: Thursday, May 20, 2004 Departs: 11:34 AM, Arrives: 01:24 PM Cabin	\$89.00
Denver, CO to Alliance, NE	

Flight 5027: Thursday, May 20, 2004 Departs: 06:45 PM , Arrives: 07:40 PM Cabin	
Denver, CO to Alliance, NE Flight 5114: Friday, May 21, 2004 Departs: 11:34 AM, Arrives: 01:24 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5027: Friday, May 21, 2004 Departs: 06:45 PM, Arrives: 07:40 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5114: Saturday, May 22, 2004 Departs: 12:37 PM, Arrives: 01:32 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5027: Sunday, May 23, 2004 Departs: 06:45 PM, Arrives: 07:40 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5114: Monday, May 24, 2004 Departs: 11:34 AM, Arrives: 01:24 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5027: Monday, May 24, 2004 Departs: 06:45 PM, Arrives: 07:40 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5114: Tuesday, May 25, 2004 Departs: 11:34 AM, Arrives: 01:24 PM Cabin	\$89.00
Denver, CO to Alliance, NE Flight 5027: Tuesday, May 25, 2004 Departs: 06:45 PM, Arrives: 07:40 PM Cabin	\$89.00

Denver, CO to Alliance, NE Flight 5114: Wednesday, May 26, 2004

Departs: 11:34 AM, Arrives: 01:24 PM

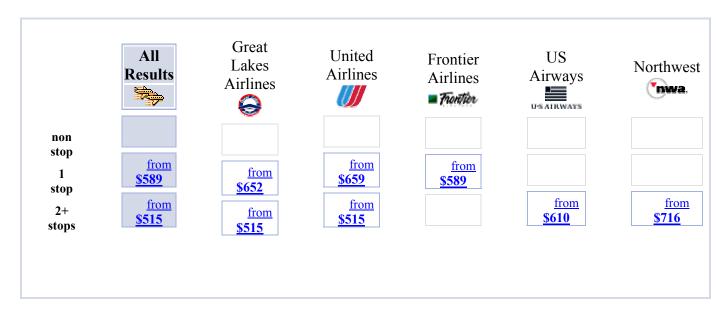
Cabin

\$89.00

McCook, NE (MCK) to Orlando, FL (MCO)

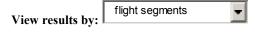
When you combine the 12 outbound and 11 return flights for this route you have 132 possible roundtrips.

Close

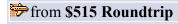


Note: The prices shown below are e-ticket prices and include all taxes and fees. If your itinerary requires paper tickets there will be an additional charge.

1 Choose a departing flight



Sort by: Price CShortest flights CDeparture time CArrival time



7:44 am Depart McCook

Fri 21-May



Great Lakes Airlines 5034

(MCK) Arrive Orlando (MCO) 5:59 pm

Duration: 9hr 15mn



United Airlines ≈2244 / **⇒**2870

Connect in Denver (Denver Intl.), Philadelphia (Philadelphia Intl.)

Ochoose this departure

from \$534 Roundtrip

7:44 am Depart McCook (MCK) Arrive Orlando (MCO) 4:10 pm

Fri 21-May Duration: 7hr 26mn

■ Frontier Airlines ⇒ 5034 / 672

Connect in Denver (Denver Intl.)

Choose this departure

from \$591 Roundtrip

11:16 am Depart McCook (MCK) Arrive Orlando (MCO) 8:40 pm

Fri 21-May Duration: 8hr 24mn

Great Lakes Airlines 5038

■ Frontier Airlines 674 Connect in Denver (Denver Intl.)

Ochoose this departure

from \$594 Roundtrip

7:44 am Depart McCook (MCK) Arrive Orlando (MCO) 1:53 pm 5hr 9mn

Fri 21-May Duration:



United Airlines \$\&\displays{5034} / **≈**1420

Connect in Denver (Denver Intl.)

Ochoose this departure

from \$602 Roundtrip

7:44 am Depart McCook (MCK) Arrive Orlando (MCO) 5:59 Fri 21-May Duration: 9hr 15mn



⇒2244 / **⇒**2870 Connect in Denver (Denver

Intl.), Philadelphia (Philadelphia Intl.)

Choose this departure

from \$610 Roundtrip

11:16 am Depart McCook (MCK) Arrive Orlando (MCO) 9:44 pm

Fri 21-May Duration: 9hr 28mn

Great Lakes Airlines 5038



US Airways 120 / 1448 Connect in Denver (Denver Intl.), Charlotte (CLT)

Choose this departure

from \$615 Roundtrip

7:44 am Depart McCook (MCK) Arrive Orlando (MCO) 5:59 Fri 21-May Duration: 9hr 15mn



Great Lakes Airlines 5034 **US Airways** 140 / 1157

Connect in Denver (Denver Intl.), Philadelphia (Philadelphia Intl.)

Choose this departure

from \$620 Roundtrip

7:44 am Depart McCook (MCK) Arrive Orlando (MCO) 4:10 pm

Fri 21-May Duration: 7hr 26mn



Great Lakes Airlines 5034

■ Frontier Airlines 672

Connect in Denver (Denver Intl.)

Choose this departure

from \$634 Roundtrip

4:54 pm Depart McCook (MCK) Arrive Orlando (MCO) 11:52 Fri 21-May Duration: 5hr 58mn



Great Lakes Airlines 5016



United Airlines ⇒1426

Connect in Denver (Denver Intl.)

Ochoose this departure

from \$665 Roundtrip

4:54 pm Depart McCook (MCK) Arrive Orlando (MCO) 11:52 pm

Fri 21-May Duration: 5hr 58mn

Great Lakes Airlines 5016



US Airways *7310

Connect in Denver (Denver Intl.)

Ochoose this departure

from \$665 Roundtrip

4:54 pm Depart McCook (MCK) Arrive Orlando (MCO) 12:46 am 🖗 +1 day

Fri 21-May Duration: 6hr 52mn



Great Lakes Airlines 5016 **Delta** 664 / 875

Connect in Denver (Denver Intl.), Atlanta (Hartsfield Intl.)

Ochoose this departure

from \$716 Roundtrip

7:44 am Depart McCook (MCK) Arrive Orlando (MCO) 4:41 pm

Fri 21-May Duration: 7hr 57mn



Great Lakes Airlines 5034

nwa Northwest 822 / 956

Connect in Denver (Denver Intl.), Memphis (MEM)

Choose this departure

North Platte, NE (LBF) to Orlando, FL (MCO)

When you combine the 15 outbound and 6 return flights for this route you have 90 possible roundtrips.

Close



Note: The prices shown below are e-ticket prices and include all taxes and fees. I requires paper tickets there will be an additional charge.

Choose a departing flight

pm



Sort by: Price CShortest flights CDeparture time CArrival time



1:10 pm Depart North Platte (LBF) Arrive Orlando (MCO) 8:40 Fri **21-May** Duration: 6hr 30mn

■ Frontier Airlines ♣5136 / 674

Connect in Denver (Denver Intl.)

Choose this departure

from \$558 Roundtrip

7:20 am Depart North Platte (LBF)

Arrive Orlando (MCO) **4:10** pm

Fri **21-May** Duration: 7hr 50mn

■ Frontier Airlines ≈ 5134

/ 672

Connect in Denver (Denver Intl.)

OChoose this departure

from \$576 Roundtrip

1:10 pm Depart North Platte (LBF)

Arrive Orlando (MCO) 9:10 pm 7hr 0mn

Fri **21-May** Duration:

United Airlines ₹5136 /

₹1424

Connect in Denver (Denver Intl.)

Ochoose this departure

from \$576 Roundtrip

1:10 pm Depart North Platte (LBF)

Arrive Orlando (MCO) 10:55 pm

Fri **21-May** Duration: 8hr 45mn



Great Lakes Airlines

5136



United Airlines 250 /

1108

Connect in Denver (Denver Intl.), Chicago (ORD)

Choose this departure

from \$580 Roundtrip

7:20 am Depart North Platte (LBF)

Arrive Orlando (MCO) **5:59 pm**

Fri **21-May** Duration: 9hr 39mn



Great Lakes Airlines 5134 United Airlines ₹2244 /

≈2870

Connect in Denver (Denver Intl.), Philadelphia (Philadelphia Intl.)

Choose this departure

from \$583 Roundtrip

1:10 pm Depart North Platte (LBF)

Arrive Orlando (MCO) 10:55 pm

Fri 21-May Duration: 8hr 45mn

United Airlines ₹5136 / 250 / 1108

Connect in Denver (Denver Intl.), Chicago (ORD)

Choose this departure

from \$583 Roundtrip

1:10 pm Depart North Platte (LBF)

Arrive Orlando (MCO) 11:44 pm

Fri 21-May **Duration:** 9hr 34mn

United Airlines \$\square\$5136 /

554 / 1569

Connect in Denver (Denver Intl.), Washington DC (IAD)

Choose this departure

from \$596 Roundtrip

1:10 pm Depart North Platte (LBF)

Arrive Orlando (MCO) 8:40 pm

Fri 21-May **Duration:** 6hr 30mn

Great Lakes Airlines

5136

■ Frontier Airlines 674

Connect in Denver (Denver Intl.)

Choose this departure

from \$609 Roundtrip

1:10 pm Depart North Platte (LBF)

Arrive Orlando (MCO) 9:44

pm

Fri 21-May Duration: 7hr 34mn



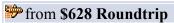
Great Lakes Airlines

5136

US Airways 120 / 1448

Connect in Denver (Denver Intl.), Charlotte (CLT)

Ochoose this departure



7:20 am Depart North Platte (LBF)

Duration: Arrive Orlando (MCO) 1:53 pm 5hr 33mn



United Airlines ≈5134 /

३420

Connect in Denver (Denver Intl.)

Ochoose this departure

from \$628 Roundtrip

5:22 pm Depart North Platte (LBF) Arrive Orlando (MCO) 11:52 pm 30mn

Fri 21-May

Fri 21-May

Duration: 5hr



United Airlines ≈5138 / **३**426

Connect in Denver (Denver Intl.)

Ochoose this departure

6. Department of Aeronautics Capital Improvement Program

State of Nebraska - Department of Aeronautics

Capital Improvement Program

MC COOK MUNICIPAL AIRPORT MC COOK

		MC COOK					
	Year	Description	Total Cost	Federal	State	Local	
Phase I							
	2004	Precision Approach Navigation Aid (FAA AF)	\$250,000	\$250,000	\$0	\$0	
	2004	RWX: Rehab portions of Runway 3/21	\$13,300	\$12,635	\$0	\$665	
	2004	AP: Apron & Hangar Taxiway B Pavement Repair	\$96,900	\$92,055	\$0	\$4,845	
	2004	HT: Hangar Taxiway Repaving-Ineligible	\$63,900	\$0	\$0	\$63,900	
	2004	HT: Hangar Taxiway Repaving	\$209,100	\$198,645	\$0	\$10,455	
	2004	RW: 6" PCC Pavement on Runway 12/30	\$233,640	\$221,958	\$0	\$11,682	
	2004	Regrade Runway Safety Area on Rwy 03	\$25,000	\$23,750	\$0	\$1,250	
	2005	Regrade RSA on Runway 3 to meet FAA standard	\$25,000	\$23,750	\$0	\$1,250	
	2007	Replace runway 3/21 lights	\$100,000	\$95,000	\$0	\$5,000	
	2007	Replace taxiway lights	\$200,000	\$190,000	\$0	\$10,000	
	2009	Snow Removal Equipment	\$400,000	\$380,000	\$0	\$20,000	
	2009	Update Master Plan	\$100,000	\$95,000	\$0	\$5,000	
	2009	Crosswind Rwy/Txy Light Extension	\$18,750	\$17,812	\$0	\$93	
	2009	Grade Runway Extension	\$12,000	\$11,400	\$0	\$600	
	2009	Crosswind Runway/Taxiway Extension (200')	\$149,760	\$142,272	\$0	\$7,48	
		Phase I Subtotal	\$1,897,350	\$1,754,277	\$0	\$143,07	
		Total Development Costs	\$1,897,350	\$1,754,277	\$0	\$143,07	
Not Fund	ded						
		Extend 12/30 to 7750', widen taxiway	\$1,350,410				
		Construct hangar (10 place T)	\$380,000				
		Not Funded Subtotal	\$1,730,410				
		13 http://doi.org/10.10.10.10.10.10.10.10.10.10.10.10.10.1					

7. Letters of Support



operated by North Platte Airport Authority

P.O. Box 1517 North Platte, NE 69103-1517 phone (308) 532-1900 fax (308) 534-6640

www.northplatteairport.com

e-mail: lbf@nque.com

April 27, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington DC 20590

Dear Secretary Mineta:

The North Platte Airport Authority supports the joint application by McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant.

Commercial air service is an important economic asset for communities such as North Platte. We are located in the center of the State which puts citizens 250 miles from any major Hub. North Platte Regional Airport is vital for connecting North Platte and the surrounding region to the national transportation network.

Air service is not just a convenience, it is a key economic component to a community. Economic prosperity is closely related to the Airport's ability to provide accessible/affordable air travel to attract new businesses and medical professionals. Without reliable service, North Platte would lose the competition to better-served communities.

North Platte is currently served by Great Lakes Airlines with three flights per day to Denver, Colorado (two on Saturday and Sundays). Great Lakes has done an excellent job this past year regarding reliability and competitive rates. We now feel that we finally have a product we can properly market. Therefore it is our intention to use funds from the Development Grant and sponsor share to plan and implement a marketing program designed to educate potential travelers within our catchement area that we do have scheduled air service at North Platte and about the importance of using it.

We are also excited about a start-up airline, Westward Airways that will be offering service east to Omaha, Nebraska in early May, 2004. This marketing campaign would allow us to enhance public awareness about this new service via marketing and public relations which in turn would generate enplanements.

The goal of our marketing campaign will be to maximize the use of our Airport. We believe that properly utilized funds from a Small Community Air Service Development Grant will increase our load factors, hopefully to the point that air carriers could eventually become less dependent upon EAS funding.

We respectfully ask you to respond favorably to the McCook/North Platte grant application.

Sincerely,

NORTH PLATTE AIRPORT AUTHORITY

David L. Mohrman Chairperson

cb





211 West Third Street North Platte, Nebraska 69101 (308) 535-6724 Fax: (308) 535-6720

April 30, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

On behalf of the citizens of the City of North Platte, Nebraska I write to you in support of the "Small Community Air Service Development Program" grant application made by the airports of McCook and North Platte, Nebraska.

Local reliable and affordable commercial air service continues to be a concern for many local citizens and business owners. North Platte's current commercial air service provider has become extremely reliable and has developed partnerships with other airlines to offer connecting flights to virtually anywhere travelers want to go. With the quality of service at an all time high, we feel that our local services need to be marketed now more than ever.

It is our hopes that an effective marketing campaign will increase the awareness of the commercial air service opportunities that exist within our area and that business travelers will come to appreciate the conveniences gained by flying out of North Platte. By increasing the awareness of the services currently offered, we are confident that both incoming and outbound passengers will take advantage of local air service.

I hope that you will give great consideration to the grant proposal put together by the communities of McCook and North Platte, Nebraska. Strengthening the area's commercial air service is vital to the continued success and growth of our communities.

Sincerely,

James Whitaker

Mayor of North Platte

mes Whitaker





April 26, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing in support of the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant.

As President & CEO of the McCook National Bank, I understand fully the important role that regular commercial air service plays in the success of our institution and our area. Since we are located in a rural community 250 miles from the closest major airport, the service provided to and from Denver by Great Lakes Airlines is used extensively by vendor representatives, technical educators and installation staff and other industry related professionals. Without air service to McCook, it would take up almost a full day of driving time just to reach McCook from Denver and return.

I use our local air service regularly in my duties, not only on bank business, but as a member of a few national & regional organization boards. My participation in these worthwhile boards would not be possible without regular air service out of McCook.

Since I use Great Lakes Airlines locally, I know the tremendous service that is provided here. I believe an effective marketing program could extol the virtues of our local air service and increase usage greatly.

Thank you for consideration of this grant application. I am proud to offer it my fullest support.

Sincerely

P. Mark Graff

President & CEO

McCook 220 Norris Avenue • P.O. Box 1208 McCook, NE 69001-1208 Phone: 308-345-4240 • Fax: 308-345-3767 800-595-9286 Email: mnb@mnb1.com Web Site: www.mnb1.com Member FDIC • Equal Housing LENDER Stratton 403 Bailey * P.O. Box 367 Stratton, NE 69043 Phone: 308-276-2166 * Fax: 308-276-2167

BOX 1167 • 601 WEST LEOTA STREET

NORTH PLATTE, NEBRASKA 69103

308-696-8000

April 27, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing to support the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant.

The hospital requires air service when recruiting doctors and other professionals as well as for business-related travel. The availability of local air service is very important, particularly when recruiting to a rural community.

An effective marketing campaign should increase awareness of commercial air service opportunities that exist within these communities. This increased awareness of the services currently offered will undoubtedly encourage both incoming and outbound passengers to take advantage of local air service and help maintain the viability of these small community air services.

Please give serious consideration to the grant proposal put together by the communities of McCook and North Platte, Nebraska. Strengthening the area's commercial air service is vital to the continued success and growth of this hospital and the communities it serves.

Sincerely,

Lucinda A. Bradley

President



April 20, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing to support the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" Grant.

Community Hospital of McCook serves an area of 70 to 100 plus miles in southwest Nebraska, northwest Kansas and eastern Colorado. We are a 44-bed, full service rural hospital with 235 employees. We compliment the city of McCook as a regional center for commercial trade, manufacturing, professional and agricultural services, and recreation. Commercial air services are essential to our vitality now and in the future.

The delivery of health care is constantly improving through changes in technology, new procedures, and advances in medical education. To remain in the mainstream of these ever increasing changes, this demands constant continuing education, consultative visits and specialized services. For our physicians, physician assistants, patient care and ancillary staff to be able to attend programs in a reasonable timeframe it is very important to have air service. We also have great need for our consulting specialists and educators to be able to fly in and work with us. Our need is great and we have an excellent airport facility. Please help us to be able to maximize its use.

Our only alternatives are to drive a distance to Denver or Omaha (265 to 300 miles) to catch flights. This factor causes an additional one to two days away from our facility and physician practices thereby creating great difficulty for patients who rely upon us for their health care needs. Since many of our patients are Medicare and elderly, they have great difficulty traveling anywhere else. Air services help our providers to be in the office providing care more days and still are able to meet their necessary and required education commitments.

Community Hospital fully supports the efforts of the McCook and North Platte consortium to improve the air service and we urge you to approve funding of this grant.

\$incerely,

Galy Bieganski President

Community Hospital

GB/ns

1301 East H Street, P.O. Box 1328 • McCook, Nebraska 69001-1328 Phone (308) 345-2650 • Fax (308) 345-8358 • www.chmccook.org

April 26, 2004

Consulting Engineers and Architects

P.O. Box 99 McCook, Nebraska 69001 Phone 308-345-2370 Fax 308-345-2371 www.wdesignea.com

W DESIGN ASSOCIATES

400 Seventh Street SW Secretary, US Department of Transportation Washington, DC 20590 The Honorable Norman Y. Mineta

Dear Secretary Mineta:

I am writing to support the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant.

more profitable and attractive to potential clients. The marketing help my business and all of Southwest Nebraska. campaign can do nothing but strengthen our air service, which will in turn critical. Having scheduled air service here in McCook makes my business The ability for businesses to move people quickly in today's climate is

Thank you for your consideration of this grant.

Respectfully,

GregA. Wolford, P.E.





Heritage Hills Golf Course

6000 CLUB HOUSE DRIVE MCCOOK, NEBRASKA 69001



308-345-5032

April 21, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing in support of the grant application for, the "Small Community Air Service Development Program", benefiting the airport service for McCook and North Platte Nebraska.

Heritage Hills Golf Course administers a "stay and play" golf package ("Play The West"). We are a cooperative with four other courses and area hotels. Our marketing budget has created a tremendous increase in the amount of traveling golfers the past three years. Heritage Hills Golf Course, in McCook, is a nationally ranked golf course and attracts many avid golfers.

Airport service to McCook has the potential to stimulate our golf package, however, the airport is important for local business, McCook Community hospital, McCook Community College, vendors and other forms of tourism such as fishing and hunting.

Heritage Hills Golf Course is prepared to support a marketing strategy. Our golf package is only in its third year and I believe in a progressive future for McCook. We are centrally located between Denver, Lincoln, Omaha, Kansas City and Wichita. Air service to McCook is necessary to accommodate travelers from these areas.

Sincerely

ee Maider



Community Hospital Health Foundation

801 West C Street * P.O. Box 1328 * McCook, NE 69001-1328 * Tel 308/345-7222 * Fax 308/345-5364

April 19, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing to lend full support for the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Pilot Program" grant.

The "Small Community Air Service Development Pilot Program" project is a collaborative endeavor that will link two Southwest Nebraska air services with a major airport. Air service to this region is vital. Located between two major airports, Denver and Omaha we are faced with numerous challenges. Community Hospital faces professional isolation should specialty providers not be able to travel by air into McCook to provide specialty health care services. Without question, the time we spend driving is costly but the time of not being able to have medical staff reach patients could be critical! Our staff members spend numerous hours traveling by auto to attend business meetings and reach major airports thereby reducing the numbers of hours spent working on patient related issues. Community Hospital Health Foundation projects have been postponed or stopped due to the cost involved in driving to McCook to provide consulting services.

The state of rural air service has been a quiet crisis up to this point. Rural communities fight daily for recognition and support in keeping air services alive and active. I truly believe that the proactive approach of this grant will empower rural communities to continue to grow and prosper in an era when time and money are a valuable resource.

I strongly support the efforts and application of the McCook and North Platte consortium to improve the air service and urge you to grant funding for this application.

Sincerely,

Sharleen R. Crowe, Executive Director Community Hospital Health Foundation

Trailier R. Chowe

SRC/dm

Better Care for the Good Life



502 S. Dewey • North Platte, Nebraska 69101 (308) 532-4966 • Fax (308) 532-4827

April 28, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing to support the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant. Air Service is critical for rural America and this grant will help maintain our ability to support our current air services.

I am President of the North Platte Area Chamber of Commerce and represent over 12,000 individual employers and employees in rural Nebraska. Our area has been in difficult economic times and the future for our economic revival will center a great deal upon transportation and technology services. We know that some of our potential economic hope will be in the continued attraction of warehousing and distribution systems and because of our strategic location, the availability of critical air service is vital.

To this end I, on behalf of the Chamber's Board of Directors, encourage your support of approving this grant for the communities of North Platte and McCook, Nebraska. We are working hard to build regional partnerships and this grant will help us partner in marketing the air services currently available in the region. In order to increase the number of people using those services and thus create a stable environment for future airline service, the ability to provide suitable marketing opportunities is critical to our success. This grant, if approved, will go a long way to helping our region attain these and other goals for our economic future.

David Bernard-Stevens

Sincerely

President, North Platte Area Chamber

www.NorthPlatteChamber.com • e-mail: chamber@NorthPlatteChamber.com



P.O. BOX 337 - McCOOK, NEBRASKA 69001 (308)345-3200

April 23, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing to support the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant.

The mission of the McCook Area Chamber of Commerce is to "enhance prosperity of the membership through visionary leadership". As such, we strive to address the needs of our membership by assuring them every advantage available in our competitive world. We feel strongly that the presence of an airport is critical to economic development in rural communities like North Platte and McCook. As we work to attract businesses and people to our area, we are very conscious that availability of "mobility" through air service has often been a deciding factor in their consideration of our area. Without air service, I feel we are at a distinct disadvantage in our recruiting efforts.

The funds obtained for a marketing campaign, as outlined by the grant request, will have a tremendous impact on our ability to increase plane boardings and use of the airport services we now have. Success of that campaign will help to assure the presence of essential air service in North Platte and McCook thereby encouraging growth and prosperity for Southwest Nebraska.

As the Executive Director of the McCook Area Chamber of Commerce, and on behalf of our Board of Directors and general membership, I wish to express our wholehearted support of the grant application being made for the "Small Community Air Service Development Program".

Sincerely,

McCOOK AREA CHAMBER OF COMMERCE

Marie Owen Executive Director

Travit Owen

PEOPLE to PEOPLE - BUSINESS to BUSINESS





April 30, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing this letter to confirm the Development Corporation of North Platte's (DEVCO) support for the "Small Community Air Service Development Program" grant application made by the airports at McCook and North Platte, Nebraska.

Reliable and affordable commercial air service continues to be a major consideration that prospective companies consider when looking at North Platte as a possible location to grow their business. Currently many local business travelers are driving to larger airports because they are not fully aware of the services provided in our community.

It is our hopes that an effective marketing campaign will increase the awareness of the commercial air service opportunities that exist within our area and that business travelers will come to appreciate the conveniences gained by flying out of North Platte. By increasing the awareness of the services currently offered, we are confident that both incoming and outbound passengers will take advantage of local air service.

I hope that you will give great consideration to the grant proposal put together by the communities of McCook and North Platte, Nebraska. Strengthening the area's commercial air service is vital to the continued success and growth of our communities.

Sincerely,

Brad Maul

Executive Director



May 4, 2004

The Honorable Norman Y Mineta Secretary, US Department of Transportation 400 Seventy Street SW Washington DC 20590

Dear Secretary Mineta:

The McCook Economic Development Corporation strongly supports the communities of McCook and North Platte in their joint application for the "Small Community Air Service Development Program" grant.

Building the economy of rural communities is always a challenge, but it can be done if key elements are in place. Air service is one of those elements. Through EAS help, air service is available in McCook and North Platte, but the level of utilization of these services has not reached its full potential. The public is not fully aware of the quality of service, the relative economy and the convenience that is offered. An effective marketing effort will increase awareness, increase emplanements and lower the per-passenger cost of operating the airlines.

Ultimately, we anticipate that this marketing campaign will strengthen our already aggressive efforts at building the economies of the many communities in this trade area. Strong air service availability is important to many businesses. As these services are promoted the results will be multiplied as existing businesses are retained and expanded and new businesses are recruited.

We encourage you to support the McCook/North Platte grant proposal.

Sincerely,

Rex Nelson

Executive Director

301 Norris Avenue | Suite 200 PO Box 626 | McCook, NE 69001-0626 tel. 308.345.1200 | 800.658.4213 fax. 308.345.2152

www.mccookne.org



North Platte / Lincoln County

May 5, 2004

The Honorable Norman Y. Mineta Secretary, US Department of Transportation 400 Seventh Street SW Washington, DC 20590

Dear Secretary Mineta:

I am writing to support the application of the airports at McCook and North Platte, Nebraska for the "Small Community Air Service Development Program" grant.

The North Platte/Lincoln County Convention & Visitors Bureau is actively promoting the tourism and convention services that North Platte has to offer. Quality air service in North Platte is essential in providing a total package to our customer. Increased awareness of our air service with your help will generate overnights stays in the area and will boost the economic impact of tourism expenditures in the state of Nebraska.

It is our hopes that an effective marketing campaign will increase the awareness of the commercial air service opportunities that exist within our areas. By increasing the awareness of the services currently offered, we are confident that both incoming and outbound passengers will take advantage of local air service.

Once again, the North Platte/Lincoln County Convention & Visitors Bureau lends its total support of this marketing campaign, which in return will boost our local and state economy

Sincerely,

Lisa Cox

Executive Director

800-955-4528 www.visitnorthplatte.com

219 S. Dewey • P.O. Box 1207 • North Platte, NE 69103-1207 308-532-4729 • Fax: 308-532-5914 • info@visitnorthplatte.com